



# The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 23, 1900.

*War Office, November 23, 1900.*

THE Queen has been graciously pleased to signify Her intention to confer the decoration of the Victoria Cross on the undermentioned Officer, whose claims have been submitted for Her Majesty's approval, for his conspicuous bravery at Warm Bad, as stated against his name:—

Regiment.	Name.	Act of Courage for which recommended.
Tasmanian Imperial Bushmen	Lieutenant Guy G. E. Wylly	On the 1st September, 1900, near Warm Bad, Lieutenant Wylly was with the advanced scouts of a foraging party. They were passing through a narrow gorge, very rocky and thickly wooded, when the enemy in force suddenly opened fire at short range from hidden cover, wounding six out of the party of eight, including Lieutenant Wylly. That Officer, seeing that one of his men was badly wounded in the leg, and that his horse was shot, went back to the man's assistance, made him take his (Lieutenant Wylly's) horse, and opened fire from behind a rock to cover the retreat of the others, at the imminent risk of being cut off himself. Colonel T. E. Hickman, D.S.O., considers that the gallant conduct of Lieutenant Wylly saved Corporal Brown from being killed or captured, and that his subsequent action in firing to cover the retreat was "instrumental in saving others of his men from death or capture."

AN Address of Loyalty and Welcome was received from the Victoria Masonic Lodge, Dublin, for presentation to The Queen, on the occasion of Her Majesty's visit to Ireland, and should have been included in the List published in the Second Supplement to the London Gazette of Friday, the 20th April last.

The Address having been laid before The Queen has been acknowledged in gracious terms by Her Majesty.

Whitehall, 20th November, 1900.

*Whitehall, November 21, 1900.*

MESSAGES of Condolence (principally in the form of Addresses and Resolutions) on the occasion of the lamented death of His Highness Prince Christian Victor of Schleswig-Holstein, have been received by the Secretary of State for the Home Department from the undermentioned Bodies, for presentation to Her Majesty, and have been presented accordingly:—

- Bournemouth Town Council.
- Canterbury Town Council.
- Cowbridge Town Council.

- Falmouth Board of Guardians.
- Hampton Wick Urban District Council.
- Hastings Town Council.
- Hereford Town Council.
- Isle of Wight Justices in Petty Sessions assembled.
- Lewes Town Council.
- London Indian Society.
- Oxford County Council.
- Plymouth Town Council.
- Portsmouth Town Council.
- Rugeley Urban District Council.
- St. Albans Town Council.
- Shanklin Urban District Council.
- Slough Urban District Council.
- Smethwick Town Council.
- Teddington Urban District Council.
- Twickenham Urban District Council.
- Vestry of St. Mary Abbots, Kensington.
- Vestry of St. Mary, Newington.
- Walker Urban District Council.
- Watford Urban District Council.
- Wokingham Town Council.
- Wrexham Town Council.

*Scottish Office, Whitehall, November 22, 1900.*

**R**ESOLUTIONS of Condolence on the occasion of the lamented death of His Highness Prince Christian Victor of Schleswig-Holstein, have been forwarded by the County Council of Roxburgh and the Town Council of Hamilton, and have been presented to Her Majesty by the Secretary for Scotland.

*Downing Street, November 21, 1900.*

**T**HE following is a further List of Messages and Addresses of Condolence on the occasion of the lamented death of His Royal Highness the Duke of Saxe-Coburg and Gotha, Duke of Edinburgh, K.G., &c., which have been received by the Secretary of State for the Colonies for presentation to Her Majesty the Queen, and have been presented accordingly:—

Replies have been graciously returned by Her Majesty:—

Messages and Addresses:

From the Officer Administering the Government of British Honduras, on behalf of Her Majesty's dutiful and loyal subjects in the Colony.

From the Royal King David Lodge, No. 6 Independent United Order of Scottish Mechanics Friendly Society (through the Officer Administering the Government of Jamaica).

From the Governor, the Council, the Bishop and the Residents of the Island of St. Helena.

From the Royal Jamaica Society of Agriculture and Commerce and Merchants' Exchange (through the Officer Administering the Government of Jamaica).

From the Legislative Council of the Colony of Queensland (through the Governor).

From the Legislative Assembly of the Colony of Queensland (through the Governor).

From the Presbytery of Ceylon and other Public Bodies (through the Governor).

From the Speaker and Members of the Legislative Assembly of British Columbia, in Parliament assembled (through the Deputy of the Governor-General of Canada).

From the Executive Council of the Bahama Islands, on behalf of the Colony (through the Governor).

From the Legislative Council of the Colony of Lagos (through the Lieutenant-Governor).

From Makea, Chief of the Federal Government of the Cook Islands, on behalf of the Natives (through the Governor of New Zealand).

From the Legislative Council of the Colony of the Falkland Islands (through the Governor).

*Privy Council Office,  
The 22nd day of November, 1900.*

**T**HIS day, at Whitehall, the Right Honourable Robert William Hanbury was, in the presence of Mr. Secretary Ritchie, sworn President of the Board of Agriculture.

*Downing Street, November 22, 1900.*

THE Queen has been pleased to approve of the appointment of Wapiche Marikar Abdul Raheman, Esq., to be an Unofficial Member of the Legislative Council of the Island of Ceylon.

(F. & H. 15,616.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Representative at Athens, intimating that a severe medical inspection is imposed on all arrivals from German North Sea ports sailing after 29th October.

(F. & H. 15,554.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, copies of Telegrams from Her Majesty's Representative at Brest and Havre, intimating that arrivals from any British ports no longer require clean bills of health.

(F. & H. 15,679.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram from Her Majesty's Representative at Rome, intimating that the Ordinance against arrivals from Glasgow has been revoked.

(F. & H. 15,722.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram from Her Majesty's Representative at The Hague, intimating that Glasgow has been officially declared free from plague, and the prohibition to import rags therefrom removed.

(F. & H. 15,729.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram from Her Majesty's Representative at Constantinople, intimating that free pratique is granted to arrivals from Glasgow.

(F. & H. 15,730.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Representative at Madrid, intimating that arrivals from Cape Colony will be considered foul, and that arrivals from Glasgow will be admitted to free pratique if they arrive in sound hygienic condition without cases of suspicious illness on board, and with a clean bill of health vised by the Spanish Consul, or by the Consul of another nation if there is no Spanish Consul.

(F. & H. 15,731.)

*Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Representative at Athens, intimating that a quarantine of ten days has been reimposed on sailings from Egypt after the 3rd instant, and that the prohibition to import merchandise has also been renewed.

*Admiralty, 20th November, 1900.*

*Royal Naval Reserve.*

Sub-Lieutenant Paul Holland Millar to be Lieutenant. Dated 2nd November, 1900.



Sub-Lieutenant Arthur Willson McKellar to be Lieutenant. Dated 17th November, 1900.  
 Acting Sub-Lieutenant Guy Robert Fullagar has been confirmed as Sub-Lieutenant. Dated 8th August, 1900.  
 Midshipman Alfred Victor Robertson Lovegrove to be Sub-Lieutenant. Dated 15th October, 1900.  
 Assistant-Engineer John Birchall to be Engineer. Dated 30th October, 1900.

*Admiralty, 22nd November, 1900.*

IN accordance with the provisions of Her Majesty's Order in Council of 29th June, 1900—  
 Fleet Engineer David John Gyles has been placed on the Retired List, at his own request, with permission to assume the rank of Inspector of Machinery. Dated 20th November, 1900.

The undermentioned Staff Paymasters have been advanced to the rank of Fleet Paymaster in Her Majesty's Fleet:—

Bernard Gilbert Lloyd-Evans. Dated 5th October, 1900.

William Brent Clark. Dated 16th October, 1900.

William Codgbrooke Gillies. Dated 18th October, 1900.

The undermentioned Paymasters have been advanced to the rank of Staff Paymaster in Her Majesty's Fleet:—

William Langdon Gill. Dated 1st October, 1900.

Charles Deighton Molesworth Farrant. Dated 9th October, 1900.

Staff Paymaster James George Matthews has been advanced to the rank of Fleet Paymaster on the Retired List. Dated 16th October, 1900.

Clerk George Bolster Owens to be Assistant-Paymaster in Her Majesty's Fleet. Dated 4th November, 1900.

*Royal Naval Reserve.*

In accordance with the Regulations for the Royal Naval Reserve—

Lieutenant James Robertson has been placed on the Retired List of his rank. Dated 19th November, 1900.

*War Office, Pall Mall,  
23rd November, 1900.*

*2nd Dragoon Guards*, Captain Howard Benjamin Newton Spence Burlton, from 3rd Battalion the Prince of Wales's Own (West Yorkshire Regiment), to be Second Lieutenant, vice R. C. Lawrence, resigned. Dated 24th November, 1900.

The appointment to a Second Lieutenancy of Private Murray Hendrie, from Royal Canadian Regiment of Infantry, which appeared in the Gazette of 28th May, 1900, is cancelled.

*4th Hussars*, To be Second Lieutenants. Dated 24th November, 1900:—

Second Lieutenant William Francis Wormald, from 4th Battalion the Prince of Wales's Own (West Yorkshire Regiment), in succession to Lieutenant A. Savory, died of wounds received in action.

Corporal Harman John Gruisewood, from the Imperial Yeomanry (recommended by the Field-Marshal Commanding-in-Chief, South Africa), in succession to Lieutenant H. G. Watkin, promoted.

Trooper Albert Edward Harold Breslin, from the Imperial Yeomanry (recommended by the Field-Marshal Commanding-in-Chief, South Africa), in succession to Lieutenant T. P. Tew, placed on temporary half-pay.

*12th Lancers*, Lieutenant Alexander H. Dunlop resigns his Commission. Dated 24th November, 1900.

Second Lieutenant H. E. Connop to be Lieutenant, vice A. H. Dunlop. Dated 24th November, 1900.

*THE IMPERIAL YEOMANRY.*

*4th Battalion*, Private Mark Leonard Paget to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 1st August, 1900.

*5th Battalion*, Lieutenant\* E. A. Knight resigns his Commission. Dated 31st October, 1900.

*12th Battalion*, Private George Green to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 25th October, 1900.

*13th Battalion*, Lieutenant R. O. Hilliard resigns his Commission. Dated 4th October, 1900.

Corporal T. Cumming Butter to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 1st August, 1900.

*LINE BATTALIONS.*

*The Bedfordshire Regiment*, The promotions to the rank of Lieutenant of the undermentioned Second Lieutenants are antedated to 28th October, 1899:—

W. W. Muir.

D. G. Ridgeway.

*The Leicestershire Regiment*, Captain George A. Bulkeley retires on retired pay. Dated 24th November, 1900.

Brevet Major Edward M. Woodward, from Supernumerary Captain, to be Captain, vice G. A. Bulkeley. Dated 24th November, 1900.

*The Royal Welsh Fusiliers*, The Christian names of Second Lieutenant William Brooksbank Garnett are as now described and not as stated in the Gazette of 9th November, 1900.

*The Worcestershire Regiment*, The undermentioned Second Lieutenants to be Lieutenants. Dated 24th November, 1900:—

C. A. Lewis, vice H. Crawshay, promoted.

J. E. Gordon, vice E. B. Hankey, promoted.

A. F. Custance, vice H. A. Lang, promoted.

W. A. Bowen, on augmentation.

H. R. Elliott, on augmentation.

Private E. Adair Thelwall, from Colonel Lumsden's Corps (recommended by the Field-Marshal Commanding-in-Chief, South Africa), to be Second Lieutenant, on augmentation. Dated 24th November, 1900.

*The Duke of Wellington's (West Riding Regiment)*, Captain Arthur M. Whitaker is seconded for service as an Adjutant of Volunteers. Dated 2nd November, 1900.

Second Lieutenant Richard T. Barnville is removed from the Army, Her Majesty having no further occasion for his services. Dated 24th November, 1900.

*The Sherwood Foresters (Derbyshire Regiment)*, Lieutenant Percy Cumberlege Shepard, from 4th Battalion, to be Second Lieutenant, in succession to Lieutenant R. J. F. Taylor, promoted. Dated 18th April, 1900, but not to carry pay or allowances prior to 24th November, 1900.

*The Gordon Highlanders*, The temporary rank of Lieutenant in the Army, granted to the undermentioned Officers whilst serving with the Volunteer Company in South Africa, is antedated to 8th June, 1900:—

Captain W. O. Duncan, 1st Volunteer Battalion.

Lieutenant A. W. Robertson, 3rd Volunteer Battalion.

*The Royal Munster Fusiliers*, Captain Herbert John Collett Leland, from 5th Battalion, to be Second Lieutenant, on augmentation. Dated 24th November, 1900.

*The Rifle Brigade (The Prince Consort's Own)*, Second Lieutenant Boyd Alexander is seconded for service under the Colonial Office. Dated 20th October, 1900.

Lieutenant the Honourable Roger Brand, from 3rd Battalion the Royal Scots (Lothian Regiment), to be Second Lieutenant, in succession to Lieutenant S. A. Rickman, promoted. Dated 24th November, 1900.

*The West India Regiment*, Captain Noel P. Davies to be Major, vice T. P. E. Lowry, retired. Dated 7th October, 1900.

#### ROYAL NORTHERN RESERVE REGIMENT.

Captain G. C. R. C. Fenwick ceases to be employed with the Regiment. Dated 4th July, 1900.

#### ROYAL LANCASHIRE RESERVE REGIMENT.

The appointment as Lieutenant of Lieutenant W. M. Thomas, Reserve of Officers, is antedated to 1st September, 1900.

*The Royal Army Medical Corps*, Colonel Napoleon B. Major is placed on temporary half-pay on account of ill-health. Dated 6th November, 1900.

#### STAFF.

Major W. R. Robertson, D.S.O., 3rd Dragoon Guards, resumes the appointment of Staff Captain at Head-Quarters, vice Captain and Brevet Major E. M. Woodward, the Leicestershire Regiment, who has vacated that appointment. Dated 29th October, 1900.

Captain H. C. Metcalfe, the Northamptonshire Regiment, to be a District Inspector of Musketry, vice Captain H. R. Hardy, the Queen's (Royal West Surrey Regiment), appointed an Assistant Inspector Army Ordnance Department. Dated 10th November, 1900.

The appointment of Captain W. F. Bonham, the Essex Regiment, as an Assistant Provost-Marshal, graded as a Deputy-Assistant Adjutant-General, South African Field Force, is dated 17th July, 1900, and not as stated in the Gazette of 11th September, 1900.

#### BREVET.

Lieutenant-Colonel Raban, Reserve List, Royal Engineers, to be Colonel. Dated 23rd November, 1900.

#### MEMORANDUM.

Sub-Conductor Robert Fred Weir Ashworth, from the Adjutant-General's Department, India, to be a Quartermaster in the Army, with the honorary rank of Lieutenant. Dated 14th November, 1900.

#### EXCHEQUER BONDS,

Per Act 63 and 64 Vict. c. 61,  
Bearing Interest at £3 per Cent. per Annum,  
payable Quarterly.

Issue of £3,000,000, in amounts of £100, £200, £500, £1,000, £5,000, and £10,000, repayable at par on 7th December, 1905.

THE Governor and Company of the Bank of England are authorized by the Lords Commissioners of Her Majesty's Treasury to receive tenders for Exchequer Bonds, as above, to be created under Act 63 and 64 Vict. c. 61.

The Bonds will be for five years, and will be dated the 7th December, 1900.

Interest at £3 per Cent. per annum will be paid by Coupon, the first Coupon being payable on the 7th March, 1901.

Tenders may be for the whole, or any part, of the issue, in multiples of £100, and must be delivered at the Chief Cashier's Office, Bank of England, before two o'clock on Friday, the 30th November, 1900. Every tender must state what amount of money will be given for every £100 of bonds, and must be at a price which is a multiple of sixpence.

In the event of the receipt of tenders for a larger amount of bonds than that to be issued, the tenders at the lowest price accepted will be subject to a pro rata diminution.

Payment in full of allotments must be made on Friday, the 7th December, 1900.

Notice will be given in the public press when the Bonds are ready.

Tenders must be on printed forms, which may be obtained at the Bank of England, and the Bank of Ireland; or of Messrs. Mullens, Marshall, and Co., 4, Lombard-street, London, E.C.

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

Bank of England, 23rd November, 1900.

#### LIGHT RAILWAYS ACT, 1896.

WEST HARTLEPOOL LIGHT RAILWAYS (EXTENSIONS) NOW CALLED WEST HARTLEPOOL LIGHT RAILWAYS (DEVIATIONS, &C.) ORDER.

THE Light Railway Commissioners have submitted to the Board of Trade, for confirmation under the above-mentioned Act, an Order made by them to authorize the deviation of a Light Railway authorized by the West Hartlepool Light Railways Order, 1897, and for other purposes.

Any objections to the confirmation of the Order should be addressed to the Assistant-Secretary (Railway Department), Board of Trade, Whitehall Gardens, London, S.W., and must be lodged with the Board on or before the 17th December, 1900.

Copies of such objections should at the same time be sent to the Promoters' Agent named below.

Copies of the Order as submitted for confirmation may be obtained, on payment of not exceeding one shilling per copy, from Mr. Sydney Morse, 37, Norfolk-street, Strand, London, W.C.

Board of Trade, 7, Whitehall Gardens,  
London, November 22, 1900.

#### ORDER OF THE BOARD OF AGRICULTURE.

(DATED 20TH NOVEMBER 1900.)

SWINE-FEVER (MOVEMENT FROM IRELAND) TEMPORARY ORDER OF 1900.

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under the Diseases of Animals Acts, 1894 and 1896, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

*Swine-Fever (Movement from Ireland) Temporary Order of 1894 continued until 30th November 1901.*

1. The Swine-Fever (Movement from Ireland) Temporary Order of 1894 shall be read and have effect as if the thirtieth day of November, one thousand nine hundred and one were substituted

for the thirtieth day of November, one thousand eight hundred and ninety-four in Article 1 of that Order, as the date from and immediately after which that Order shall cease to operate, and the operation of that Order which has been continued by subsequent Orders is hereby further continued accordingly.

*Existing Regulations of Local Authority.*

2. Any Regulation made by a Local Authority under the Swine-Fever (Movement from Ireland) Temporary Order of 1894 as continued by subsequent Orders and in force on the thirtieth day of November, one thousand nine hundred, shall, unless altered or revoked by such Local Authority, remain in force until the thirtieth day of November, one thousand nine hundred and one.

*Short Title.*

3. This Order may be cited as the SWINE-FEVER (MOVEMENT FROM IRELAND) TEMPORARY ORDER OF 1900.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this twentieth day of November, one thousand nine hundred.



T. H. Elliott,  
Secretary.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture, 4, Whitehall Place, London, S.W.

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 23RD NOVEMBER 1900.)

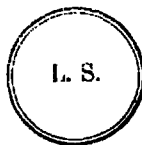
(SWINE-FEVER INFECTED AREA.)

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under the Diseases of Animals Acts, 1894 and 1896, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The Orders described in the Schedule to this Order are hereby from and after the commencement of this Order revoked : Provided that such revocation shall not invalidate or make unlawful anything done under the Swine-Fever (Infected Areas) Order of 1896 and either of the Orders described in the Schedule to this Order before the commencement of this Order, or interfere with the institution or prosecution of any proceeding in respect of any offence committed against, or any penalty incurred under, those Orders before the commencement of this Order.

2. This Order shall come into operation on the twenty-sixth day of November, one thousand nine hundred.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this twenty-third day of November, one thousand nine hundred.



T. H. Elliott,  
Secretary.

SCHEDULE.

*Orders Revoked.*

No.	Date.	Subject.
6134	1900. 30 August ... ..	Declaring a Swine-Fever Infected Area comprising the petty sessional division of Wisbech and the borough of Wisbech, in the administrative county of the Isle of Ely ; the petty sessional divisions of Freebridge Marshland and Clackclose, in the administrative county of Norfolk ; and also comprising the borough of King's Lynn.
6167	15 October ... ..	Contracting the limits of the Swine-Fever Infected Area declared by Order 6134 so as to comprise the following Area, namely :—An Area comprising the petty sessional division of Wisbech and the borough of Wisbech, in the administrative county of the Isle of Ely ; and the petty sessional divisions of Freebridge Marshland and Clackclose, in the administrative county of Norfolk.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture 4, Whitehall Place, London, S.W.

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 22ND NOVEMBER 1900.)

(SWINE-FEVER INFECTED AREA.)

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under the Diseases of Animals Acts, 1894 and 1896, and

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

1. The Area described in the Schedule to this Order is hereby declared to be an area infected with swine-fever for the purposes of the Swine-Fever (Infected Areas) Order of 1896.

2. This Order shall come into operation on the twenty-ninth day of November, one thousand nine hundred.

In witness whereof the Board of Agriculture

have hereunto set their Official Seal this twenty-second day of November, one thousand nine hundred.

L. S.

T. H. Elliott,  
Secretary.

#### SCHEDULE.

An Area comprising the petty sessional divisions of Boxford and Melford, and the borough of Sudbury, in the administrative county of West Suffolk.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture, 4, Whitehall Place, London, S.W.

#### THE DISEASES OF ANIMALS ACTS, 1894 AND 1896.

##### BOARD OF AGRICULTURE.

NOTICE is hereby given that the Board have made an Order of this date revoking their Order of the 30th August last, relating to a dog believed to belong to William Wright, of 89, Union-road, London, S.E.

Copies of the Order may be obtained at 4, Whitehall-place, London, S.W.

Board of Agriculture, 20th November, 1900.

#### THE DISEASES OF ANIMALS ACTS, 1894 AND 1896.

##### BOARD OF AGRICULTURE.

NOTICE is hereby given that the Board have made an Order of this date relating to a dog landed at the port of Liverpool, and believed to belong to Lieutenant F. P. Soder Symonds, R.N.

Copies of the Order may be obtained at 4, Whitehall-place, London, S.W.

Board of Agriculture, 21st November, 1900.

*Treasury Chambers, November 21, 1900.*

THE Lords Commissioners of Her Majesty's Treasury give notice that the situation of Charwoman at the Wallace Collection (Hertford House) is added to Schedule B of the Order in Council of the 4th June, 1870.

*Board of Education, Whitehall,*

*November 20, 1900.*

THE Board of Education, with the concurrence of the Lords Commissioners of Her Majesty's Treasury, hereby give notice that the undermentioned situation has been withdrawn from Schedule B of the Order in Council of 4th June, 1870, as from the 11th October, 1898:—

Inspectress of Cookery and Laundry Work.

*Civil Service Commission, November 23, 1900.*

NOTICE is hereby given, that upon a special recommendation from the Treasury Remembrancer for Ireland, and with the assent of the Treasury, Mr. Ottwell Campbell, having served as a Clerk of the Lower (now Second) Division for upwards of eight years, has been promoted as Examiner in the Office of the Treasury Remembrancer, Dublin, with a special certificate granted exceptionally by the Civil Service Commissioners.

*Civil Service Commission, November 23, 1900.*

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination for situations as Assistant Clerks (Abstractors) in Departments of the Civil Service, will be held in London, Edinburgh, and Dublin, commencing on the 5th February, 1901, under the Regulations dated the 22nd November, 1898, and published in the London Gazette of the same date.

The number of situations to be filled will be not fewer than the number vacant at the time of the Examination.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 17th January, 1901, an application in the Candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

*Civil Service Commission, November 23, 1900.*

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

*November 19, 1900.*

##### AFTER OPEN COMPETITION.

*Post Office: Male Sorters, London, Cornelius Cregan, Joseph Francis Michael Maskill.*

*Male Learners, Cyril Westley Campe (Birmingham), Robert Caw (Edinburgh), John Dick (Glasgow), George Frederick Findley (Birmingham), Howell George Jones (Manchester), Michael Jones (Dublin).*

AFTER OPEN COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Royal Mint: Operative Department, Clerk, Herbert Walter Lloyd Evans.*

##### AFTER LIMITED COMPETITION.

*Post Office: Telegraph Stores Department, Second Class Examiner, John Lymer Malkin.*

*Male Learner, Liverpool, Walter John Thomas Hewlett.*

AFTER LIMITED COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Admiralty: Staff Captain's Department of Her Majesty's Dockyards, First Class Writer, Charles Walter Tuckwell.*

##### WITHOUT COMPETITION.

*Admiralty: Devonport Dockyard, Shipwrights, Herbert Edward Hodge, George Henry Lancaster.*

*Inland Revenue: Messenger, Stephen George Rodway.*

*Prisons Department, England: Subordinate Officer, Division I, Thomas Daniel Shuker.*

*Prisons Service, Ireland: Assistant Matron, Mary Josephine Carr.*

*Post Office: Postman, London, Charles Bate.*

*Learners, William Walter Hargreaves (Colne), Joseph William Matkin (Oakham), George Sidney Cato Pike (Great Yarmouth), Hugh Platt (Birkenhead), Lavinia Martha Pocock (Gravesend), Henry Alford Rees (Haverfordwest), Edith Whalley (Derby).*

*Postman, Runcorn, Charles Henry Woolgar. Temporary Assistant Postman, Glasgow, Hector McLean.*

November 20, 1900.

## AFTER OPEN COMPETITION.

*Second Division: Clerks*, Charles Joseph Barry, Percy Collis Bellsham, Herbert Mitchell Brice, Henry Edward Morgan Brown, Percival Eke, John Albert Gaskell, Philip Robert Higgins, James Douglas Mackay, Edmund Courtney Reynolds, Henry Howson Tansley.

*Colonial Office: Eastern Cadet*, Edward Thurlow Leeds.

*Post Office: Girl Clerk*, Margaret Hannah Silsby.  
*Male Sorters, London*, Timothy Burns, Michael Crowley.

*Male Learners*, George Betts (Leeds), George James Kerr (Belfast), Hugh William Campbell Tait (Manchester).

## WITHOUT COMPETITION.

*Admiralty: Devonport Dockyard, Shipwright*, William Henry Anthony.

*Prisons Department, Scotland: Warder*, Patrick Keany.

*War Office: Female Typist*, Winifred Alice Pooley.

*Post Office: Postmen, London*, Albert Henry Colbourne, Walter John Hawkins, Henry George Love, Percival Robinson Simpson, Abraham Charles Smith.

*Porter, London*, Joseph Martin.

*Temporary Assistant Postmen, London*, George William Kerrigan, George Henry Ralph, William Ernest Skilton.

*Learners*, Martha Minnie Cordingley (Leatherhead), James Humphries (Dublin), Isabella Jane Macleod (Inverness), John William Oxley (Eastbourne).

*Postmen*, Joseph Bailey (Dublin), Ralph Shearman Bullard (Bedford), Matthew Conley (Stirling), James Donnelly (Paisley), Walter Louis King (Birmingham), George Edward Knight (Leicester), Joseph Nixon (Edinburgh), Edmund Robinson (Hull), William Milner Thompson (Leicester), William Edward Watkins (Mansfield).

*Temporary Assistant Postman, Woodford Green*, Alfred Hummerston.

## UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Admiralty: Assistant Clerk (Abstractor Class)*, Jeremiah O'Driscoll.

*Board of Agriculture: Established Civil Assistant on the Ordnance Survey*, James Stoate Finmore.

## FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

William Somerset Planner.

November 21, 1900.

## AFTER OPEN COMPETITION.

*Second Division: Clerks*, Eustace John Barkham, Henry Edward Manning Bradley, William Eric Brooks.

*Customs: Assistant of Customs*, Percy Charles Wells.

*Post Office: Male Learners*, John Francis Christie (Glasgow), Ellis Shardlow Crisp (Birmingham), Lewis Fletcher (Glasgow), Thomas Joseph O'Keefe (Dublin), John Smith (Glasgow), William Wilkie (Liverpool).

## AFTER LIMITED COMPETITION.

*Post Office: Male Sorter in the Circulation Department*, Arthur William Eeles.

*Male Learners*, Thomas Ward Bain (Aberdeen), Robert George Elvin (Sheffield), Henry William Fenton (Norwich).

## WITHOUT COMPETITION.

*Census Office, Ireland: Temporary Clerk*, Emma Cecilia FitzPatrick.

*Department of Agriculture and Technical Instruction for Ireland: Attendant in the Royal College of Science*, Charles Tempest Hill Blakeley.

*Boy Attendant in the National Library of Ireland*, Francis Joseph Byrne.

*Prisons Department, Scotland: Warder*, John Stewart Niven.

*Post Office: Postman, London*, Charles Joseph Daly.

*Learners*, Donald Broadway (Gosport), Donald Sellar Ross (Peterborough), George Henry Slater (Matlock Bath), David Trussell (Peterborough), Ethel Grove Ward (Oxford).

*Postmen*, Thomas Baber (Bristol), William Beveridge (Aberdeen), Walter Sherwood Franks (Harrogate), George Alexander Leggat (Ayr), George Scott (Falkirk), Patrick Spear (Sligo), George Samuel Styles (Camberley), George Thorogood (Kingston-on-Thames).

*Temporary Assistant Postmen*, Elijah George Newman (Chatham), Frank Rouse (Leamington Spa), James Skirvan Bell Stewart (Glasgow).

## NOTICE TO MARINERS.

(No. 776 of the year 1900.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 776.—NORTH SEA—TEXEL.

*Schulpen Gat—New Leading Light Exhibited.*

WITH reference to Notice to Mariners No. 662 of 1900:—

The Netherlands Government has given further notice that, on 5th November, 1900, a white fixed dioptric light of the 4th order was exhibited near the lifeboat house at Huisduinen, and the temporary light discontinued.

Huisduinen Light is elevated 85 feet above high water, and visible from a distance of 12 miles between the bearing of N. 31° E. and N. 68° E.; it is shown from an iron frame surmounted by a ball erected about 2½ cables S. 53° W. from Kykduin Light.

Huisduinen Light, in line with Kykduin Light bearing about N. 53° E., leads into the southern part of Schulpen Gat.

The old wooden lighthouse on Huisduinen Lifeboat House will be removed.

Approximate position, lat. 52° 57' N., long. 4° 43' E.

[Variation 14° Westerly in 1900.]

This Notice affects the following Admiralty Chart:—Texel, No. 124. Also, List of Lights, Part II, 1900, No. 204; North Sea Pilot, Part IV, 1892, page 151.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
16th November, 1900.

## NOTICES TO MARINERS.

(Nos. 778 to 787 of the year 1900.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 778.—NORWAY.

*Christiania Fiord—Rocks.*

THE Norwegian Government has given notice, dated October, 1900, of the existence of the following rocks in Christiania Fiord:—

1. A rock, with a depth of 6 feet over it, northward of Kalholm, in lat. 59° 40' 50" N., long. 10° 36' 55" E.

2. A rock, with a depth of  $3\frac{1}{2}$  fathoms over it, northward of Billekrak, in lat.  $59^{\circ} 30' 50''$  N., long.  $10^{\circ} 36' 50''$  E.

3. A rock, with a depth over it of 3 fathoms, westward of Billekrak, in lat.  $59^{\circ} 30' 5''$  N., long.  $10^{\circ} 36' 45''$  E.

4. A rock, with a depth of  $3\frac{1}{2}$  fathoms, southward of the same shoal, in lat.  $59^{\circ} 30' 0''$  N., long.  $10^{\circ} 37' 10''$  E.

5. A rock, about  $2\frac{1}{2}$  cables long, on Lang Grund, with a depth of 3 fathoms on the northern end and  $2\frac{1}{2}$  fathoms on the southern end, which is situated in lat.  $59^{\circ} 28' 35''$  N., long.  $10^{\circ} 36' 45''$  E.

6. On the 4-fathom patch, situated about 2 cables westward of Guldholmen Lighthouse, a depth of  $2\frac{1}{2}$  fathoms was found, in lat.  $59^{\circ} 26' 5''$  N., long.  $10^{\circ} 34' 45''$  E.

7. On Sautö Shoal, about  $5\frac{1}{2}$  cables southward of Guldholmen Lighthouse, a least depth of  $2\frac{1}{2}$  fathoms was found. This shoal extends about 3 cables to the southward.

8. In Verle Bay, about  $1\frac{1}{2}$  cables from the Reier Point coast, a sunken rock, with a depth over it of 2 fathoms, in lat.  $59^{\circ} 25' 5''$  N., long.  $10^{\circ} 38' 45''$  E.

9. In the southern approach to Soon, about half a cable from the eastern shore, a rock, with a depth of  $2\frac{1}{2}$  fathoms over it, in lat.  $59^{\circ} 30' 40''$  N., long.  $10^{\circ} 41' 10''$  E.

10. To the northward of Jöva Island, a rock, with a depth of 5 feet over it, in lat.  $59^{\circ} 30' 15''$  N., long.  $10^{\circ} 40' 35''$  E.

11. A rock situated about 6 cables southward of Jöva Island, with a depth of  $1\frac{1}{2}$  fathoms over it, in lat.  $59^{\circ} 29' 30''$  N., long.  $10^{\circ} 40' 50''$  E.

This Notice affects the following Admiralty Charts:—The Skagerrak, No. 2289; Christiania Fiord, No. 2330; Jälöen to Christiania, No. 1974. Also, Norway Pilot, Part I, 1897, pages 349, 274, 343, 344, 345.

#### No. 779.—ENGLAND—WEST COAST.

##### *River Mersey Approach—Wreck.*

THE Trinity House, London, has given notice, dated 8th November, 1900, that the wreck of a barge lies sunk about  $5\frac{1}{4}$  miles south-eastward of the N.W. Light-vessel, Liverpool Bay. A wreck-marking buoy has been moored in a depth of 6 fathoms, low-water springs, to indicate the position, and is situated with Air Point Lighthouse bearing S.  $13^{\circ}$  E., distant  $6\frac{1}{10}$  miles, and Rhyll Pier Head S.  $42^{\circ}$  W.

Approximate position, lat.  $53^{\circ} 26\frac{1}{2}'$  N., long.  $3^{\circ} 24\frac{1}{2}'$  W.

[Variation  $18^{\circ}$  Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Ireland, No. 1824a, Irish Channel, No. 1825b, Great Ormes Head to Liverpool, No. 1170b. Also, Sailing Directions for the West Coast of England, 1821, page 323.

#### No. 780.—BALTIC—THE SOUND.

##### *Barseback Point Light—Character Altered.*

WITH reference to Notice to Mariners No. 69 of 1900:—

The Swedish Government has given further notice that, on 5th November, 1900, the character of Barseback Point Light (4th order) was altered to group occulting, showing two eclipses in quick succession every ten seconds, the white light being visible from a distance of 9 miles, and the red 7 miles.

It is shown from an octagonal lighthouse painted white.

Approximate position, lat.  $55^{\circ} 45'$  N., long.  $12^{\circ} 54'$  E.

The sectors of red and white light are unaltered.

This Notice affects the following Admiralty Charts:—The Sound, No. 2115; Approaches to Copenhagen, No. 790. Also, List of Lights, Part III, 1900, No. 405; and Baltic Pilot, Part I, 1895, page 256.

#### No. 781.—AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

##### *Henry Ellis Reef—Beacon Erected, Buoy Withdrawn.*

THE Government of South Australia has given notice, dated 20th September, 1900, that the black buoy marking the Henry Ellis Reef has been replaced by an iron tripod beacon surmounted by a diamond-shaped head, elevated 18 feet above high water, erected on the north-western extremity of the reef in lat.  $12^{\circ} 5' 25''$  S., long.  $131^{\circ} 0' 25''$  E.

This Notice affects the following Admiralty Charts:—Gulf of Carpentaria, No. 1044; Melville Island, No. 613; Clarence Strait, No. 1095. Also, Australia Directory, Vol. III, 1895, page 131.

#### No. 782.—NEWFOUNDLAND—WEST COAST.

##### *Keppel Island—Lighthouse Building.*

##### *Old Port au Choix—Beacon Erected.*

INFORMATION, dated 1st October, 1900, has been received from Commander L. F. G. Tippinge, Her Majesty's ship "Buzzard," that the cross on Keppel Island has been removed, and that a lighthouse is in course of construction on its site.

Approximate position, lat.  $50^{\circ} 38'$  N., long.  $57^{\circ} 18\frac{1}{2}'$  W.

Also, that a beacon, surmounted by a St. Andrew's Cross, has been erected on the south side of Old Port au Choix Harbour, with the Observation Spot, bearing S.  $74^{\circ}$  W., distant  $2\frac{1}{2}$  cables, and Lower Pyramid, N.  $66^{\circ}$  W.

Approximate position, lat.  $50^{\circ} 42\frac{1}{2}'$  N., long.  $57^{\circ} 20\frac{1}{2}'$  W.

This beacon is conspicuous and makes a good mark for anchoring.

[Variation  $34^{\circ}$  Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Cow Head Harbour to Ste. Geneviève Bay, No. 284; Cow Head to Rich Point, No. 3016; Hawke Bay, to Ste. Geneviève Bay, No. 1690; Ingornachois Bay, No. 2918; Port Saunders, No. 2200; Savage Island Anchorage, No. 1177. Also, List of Lights, Part VIII, 1900, page 4; and Newfoundland and Labrador Pilot, 1897, pages 508, 513.

#### No. 783.—NORTH SEA—HOOK OF HOLLAND.

##### *New Rotterdam Canal—Intended Alteration in Lights.*

THE Netherlands Government has given notice, dated 7th November, 1900, that it is intended to alter the undermentioned lights on the Hook of Holland, as follows:—

1. Noorddam Light will be altered from occulting to flashing every five seconds, the duration of the flash being one tenth of a second; it will be elevated 42 feet above high water, and visible from a distance of 12 miles.

Approximate position, lat.  $51^{\circ} 59'$  N., long.  $4^{\circ} 5'$  E.

2. Berghaven front leading light (red fixed) will be elevated 46 feet above high water, and visible from a distance of 12 miles from the bearing of S.  $5^{\circ}$  W., through south, to S.  $83^{\circ}$  E., when not obscured by houses or the sand dunes; it will be shown from an iron lighthouse, painted dark red with grey lantern.

3. Berghaven rear leading light (100 yards westward of quarantine shed) will be altered from red fixed to white fixed, elevated 95 feet above high water, and visible from a distance of 15 miles from the bearing of S. 34° W., through south and east, to N. 34° E., the light having greater power between S. 55° E. and S. 59° E.; it will be shown from a dark brown tower.

[Variation 13° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Dover and Calais, &c., No. 1406; Mouths of the Maas, No. 122; Hook of Holland, No. 3142. Also, List of Lights, Part II, 1900, Nos. 174, 178, 177; and North Sea Pilot, Part IV, 1892, page 136.

No. 784.—GULF OF BOTHNIA—SWEDISH SHORE.

*Astholmsudde Light—Amended Sectors.*

WITH reference to Notice to Mariners No. 106 of 1899:—

The Swedish Government has given further notice, dated 7th November, 1900, that the sectors of Astholmsudde Light (flashing) have been amended as follows—it now shows white from the bearing of S. 39° W., through west and north, to N. 53° E., red from N. 53° E. to N. 74° E., white from N. 74° E. to N. 76° E., red from N. 76° E., through east, to S. 70° E., white from S. 70° E. to S. 64° E., obscured in other directions.

Approximate position, lat. 62° 23' N., long. 17° 44' E.

[Variation 6° Westerly in 1900.]

This Notice affects the following Admiralty Chart:—Hornsladet to Stiernö Point, No. 2299. Also, List of Lights, Part III, 1900, No. 836; Baltic Pilot, Part II, 1896, page 361.

No. 785.—BALTIC—POMERANIAN COAST.

*Greifswald Island—Wreck North-Eastward of.*

INFORMATION, dated 6th November, 1900, has been received through the Board of Trade, that the wreck of a schooner lies sunk in a depth of 8½ fathoms about 4½ miles N. 70° E. from Greifswald Island Lighthouse, and that the position is marked by a wreck buoy surmounted by two triangles, points towards each other, in approximately lat. 54° 17½' N., long. 14° 2½' E.

[Variation 7° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Femern to Bornholm, No. 2150; Arkona to Dievenow River, No. 2366. Also, Baltic Pilot, Part II, 1896, page 188.

786.—AFRICA—CAPE COLONY.

*Kowie River (Port Alfred)—Information Respecting.*

THE following information respecting Kowie River has been taken from the Cape of Good Hope Government Gazette, dated 23rd October, 1900:—

Winds and currents.—The prevailing winds in summer are from an easterly to south-easterly direction during the day, calms and light airs off the land at night, but occasionally a strong south-east wind blows continuously day and night for two or three days.

During the winter westerly winds blow with bad weather at times, but a gale may be blowing in the offing when it is fine near the coast.

The Agulhas current sets to the westward sometimes very strongly at a distance of 5 to 25 miles from the coast, and a current sometimes setting against the wind is experienced in the roadstead (assisting vessels to ride), which prevents the regular tidal ebb and flow being perceptible.

No. 27249.

B

THE BAR.—The bar is composed of sand over rock, westerly and south-westerly gales send in a heavy swell which deposits more sand on the bar, making it impassable for two or three days; this deposit, however, is usually scoured out by the following spring tides. The passage over the bar in consequence varies considerably in direction, position, and depth.

DIRECTIONS, &c.—Upon a vessel appearing off the port, the Harbour Master, who is also Shipping Master, will come on board, if weather permits, and point out a berth, otherwise a berth will be signalled from the Port Office. The best anchorage is in from 15 to 17 fathoms, with the entrance of the river open, and the Port Office flagstaff on the western bank near the entrance bearing N. 25° W., the holding ground here being good, and the position outside the rollers. The holding ground in other areas is generally not good, being sand over patches of rock. The anchor should be buoyed, coir riding stoppers being used for the cables, and arrangements made for slipping in case of bad weather, when the end of the cable must also be buoyed.

Top gallant yards and masts should be struck, the topsails double reefed, and the vessel always kept ready for sea, strict attention being paid to all signals made from the Port Office so that there will be no delay in putting to sea when the signal to do so is made. By keeping within 12 miles of the coast the very heavy sea which gets up outside that distance, due to the Agulhas current, will be avoided.

All vessels visiting this port should be provided with the best ground tackle and a stout coir spring to ride by.

With the wind from the eastward or westward it is preferable to ride at single anchor with a whole cable and a spring on, but with a southerly wind and dirty weather, and with no chance of putting to sea, it is better to give the vessel a good sheer, let go a second anchor before veering on the first, and then veer both cables together.

Masters are strongly advised to remain on board as much as possible, and to exercise discretion in permitting boats to leave their vessels at any time, as accidents have occurred through drifting.

SIGNALS.—Mariners can communicate their wishes to their agents through the Port Office by use of the Commercial Code, and every assistance will be rendered as far as practicable.

Vessels not possessing the Commercial Code can make the following signals:—

1. Ensign in fore topmast rigging: I am in want of a cable.
2. Ensign in main topmast rigging: I am in want of an anchor.
3. Ensign in fore rigging: I have parted a bower cable.
4. Ensign in main rigging: Want an anchor and cable.
5. Wheft—where best seen: I want assistance.

Weather Signals.—The following signals will be shown from the Port Office:—

1. A black ball over Union Jack: Veer about 70 fathoms, see second anchor clear.
2. A black ball under Union Jack: Put to sea at once, get an offing.
3. Flag (blue, white, blue horizontal) over Union Jack: Send down top-gallant yards and mast, point yards, see everything clear for working ship as far as practicable.
4. Union Jack over white and blue flag: See third anchor clear and prepare for bad weather.
5. Union Jack over red, white, blue (vertical)



flag: Heave up second anchor and shorten into same scope as before.

Bar signals:—

1. Black ball at western yardarm: bar impassable.

2. Black ball hoisted half-way up: bar dangerous.

3. A working flag (red pierced white) will be hoisted when the bar is practicable for tug boats and lighters; it will be kept half-mast when special caution is necessary in crossing the bar, and hauled down altogether when the bar is impassable. Pilots are always in readiness with a steam tug to take vessels in or out, and no vessels should attempt to enter the river even in most favourable weather without a pilot. No ships' boats should attempt to cross the bar however smooth it may appear.

The whole of the above signals are to be answered by the answering pennant hoisted where best seen, and promptly acted upon; neglect to do so will be reported to Lloyd's, and also to the owner. Masters, however, should not necessarily wait for the signals, but take timely precautions. The first rise of a low barometer indicates a strong westerly gale, the first fall of a high barometer foretells a strong easterly gale with short chopping sea.

Port Alfred is in telegraphic and daily postal communication with Cape Colony generally, and railway connection will follow very shortly.

Approximate position, lat. 33° 36' S., long. 26° 54' E.

[Variation 30° Westerly in 1900.]

This Notice affects the following Admiralty Chart:—Kowie River, No. 1223. Also, Africa Pilot, Part III, 1897, pages 136 to 139; and Supplement, 1900, page 8.

#### No. 787.—BALTIC—HANGO ROAD.

*Gustavs-Vern Lighthouse—Fog Siren Established.*

THE Russian Government has given notice, dated 27th October, 1900, that a fog siren, worked by compressed air, has been established at Gustavs-Vern Lighthouse, Hango Road, which, during thick and foggy weather, will give two blasts (a low note and a high note) in succession about every two minutes, thus:—low blast, two seconds; silent interval, two seconds; high blast, two seconds; silent interval, one hundred and twenty seconds.

Approximate position, lat. 59° 48' N., long. 22° 56' E.

This Notice affects the following Admiralty Charts:—Hango Head to South Quarren, No. 2297; Hango Head to Baro Sound, No. 2331; Hango Road, No. 810. Also, List of Lights, Part III, 1900, No. 702; and Baltic Pilot, Part II, 1896, page 306.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
17th to 20th November, 1900.

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Bedminster, in the county of Somerset, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax

Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Inland Revenue Offices, Baldwin-street, Bristol, on Thursday, the 29th day of November, 1900, at eleven o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Bedminster aforesaid.

*Edmond H. Wodehouse.*

*Bernard Mallet.*

Inland Revenue, Somerset House,  
London, November 22, 1900.

#### Registration of Births and Deaths.

NOTICE is hereby given, that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Reginald MacLeod, C.B., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board, ordered and declared that on and after the 1st day of December next, in consequence of the alterations in the boundaries of Rochdale and Bury Poor Law Unions effected by the Heywood Order, 1900, which was confirmed by the Local Government Board's Provisional Orders Confirmation (No. 10) Act, 1900; the part of Castleton, Lancashire Civil Parish, which, by the above-mentioned Order has become part of Heywood Civil Parish shall be transferred from Castleton Further Sub-District of Rochdale Registration District to Heywood Sub-District of Bury Registration District.—Witness my hand this 22nd day of November, 1900.

*Reginald MacLeod*, Registrar-General.

General Register Office,

Somerset House, London.

#### The Money Lenders Act, 1900.

IN pursuance of the powers conferred upon the Board of Trade by section 6 (e) of the Money Lenders Act, 1900, the Board of Trade do hereby order that the Equitable Reversionary Interest Society Limited, whose address is 10, Lancaster-place, Strand, London, W.C., be exempted from registration as a Money Lender, under the provisions of the above-mentioned Act, for a period of three years from the date of the publication of this Order in the London Gazette, or until earlier revocation of this Order by the Board of Trade.

Dated this 17th day of November, 1900.

On behalf of the Board of Trade,

COURTENAY BOYLE.

In Parliament.—Session 1901.

Rhydney and Aber Valleys Gas and Water Company.

(Extension of Time for the Compulsory Purchase of Lands; and Extension of Time for Construction of Works authorised by Act of 1898; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1901, by the Rhydney and Aber Valleys Gas and Water Company (hereinafter referred to as "the Company"), for an Act to extend the period limited by the Rhydney and Aber Valleys Gas and Water Act, 1898, for the compulsory purchase of lands for the purposes of the reservoirs and other works authorised by that Act, and also to extend the period limited



by the same Act for the completion of the reservoirs and works described in the same Act.

To vary, alter, amend, or repeal all or some of the provisions of the Rhymney and Aber Valleys Gas and Water Act, 1898, and to vary or extinguish all existing rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

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.

Date of this 14th day of November, 1900.

FRANK JAMES and SONS, 123, Queen-street, Cardiff, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Bridewell Hospital.

(Further Powers as to Leasing, Confirmation of existing Leases, &c.)

NOTICE is hereby given, that the Mayor and Commonalty and Citizens of the City of London, Governors of the Possessions, Revenues, and Goods of the Hospitals of Edward, late King of England, the Sixth, of Christ, Bridewell, and St. Thomas the Apostle, as Governors of Bridewell Hospital (hereinafter called "the Governors"), intend to apply to Parliament in the next Session for an Act for all or some of the following purposes, that is to say:—

To authorise and empower the Governors to grant building and improving leases of any messuages, lands, tenements, or hereditaments, and to prescribe the conditions and terms upon which such leases may be granted.

To authorise the Governors to accept surrenders of leases of any premises or portions of premises, with or without consideration, and to enable the Governors to grant new leases in respect of the premises or portions of premises so surrendered.

To authorise the Governors to enter into agreements for the granting of leases, subject to such conditions and restrictions as may be prescribed by the intended Act.

To confer further powers on the Governors as to the granting of leases, or the entering into agreements for leases, and to make further and other provisions as to the right of entry or re-entry on any premises by the Governors by reason of any breach or non-performance by the lessees of any covenants contained in such leases.

To provide that the Governors may grant leases and exercise the powers of the intended Act without the consent of the Charity Commissioners, and to exempt the property of the Governors from the control and jurisdiction of the said Commissioners.

To confirm and render valid certain leases heretofore granted by the Governors.

To repeal, alter, vary, extend or amend the provisions of the Act 6 George IV, cap. 49.

On or before the 21st day of December, 1900, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1900.

TROWER, STILL, FREELING and PARKIN, 5, New-square, Lincoln's Inn, W.C., Solicitors.

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

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 21st day of November, 1900.

ISSUE DEPARTMENT.

	£		£
Notes issued	47,802,265	Government Debt	11,015,100
		Other Securities	6,759,900
		Gold Coin and Bullion	30,027,265
		Silver Bullion	—
	<u>£47,802,265</u>		<u>£47,802,265</u>

Dated the 22nd day of November, 1900.

H. G. Bowen, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	17,445,174
Rest	3,190,156	Other Securities	25,015,641
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	8,180,107	Notes	18,658,100
Other Deposits	86,833,122	Gold and Silver Coin	1,826,626
Seven Day and other Bills	189,156		
	<u>£62,945,541</u>		<u>£62,945,541</u>

Dated the 22nd day of November, 1900.

H. G. Bowen, Chief Cashier.

## AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 21st November, 1900.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany... ..	...	...	...	...	20,800	20,800
Belgium ... ..	391	1,387	1,778	402	3,500	3,902
Portugal and Madeira ... ..	1,499	...	1,499	149	...	149
Spain and Canaries... ..	975	...	975	3,119	...	3,119
West Coast of Africa ... ..	...	59	59	38,817	...	38,817
United States of America ... ..	...	...	...	411,244	1,402,800	1,814,044
Brazil ... ..	...	3,707	3,707	...	...	...
British South Africa ... ..	102	14,127	14,229	...	...	...
British East Indies ... ..	...	16,348	16,348	...	...	...
Australia ... ..	2,28	63,028	65,656	...	55,003	55,003
Other Countries ... ..	536	426	962	3,166	...	3,166
Aggregate of the Importations registered in the Week ... }	6,131	99,082	105,213	456,897	1,482,103	1,939,000
Declared Value of the said Importations ... .. }	£ 23,789	£ 380,944	£ 404,733	£ 58,963	£ 183,553	£ 242,516

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
Germany ... ..	31	...	118,356	118,427	...	...	...	
France ... ..	5,552	380	3,674	9,706	...	97,109	97,109	
Roumania ... ..	20,510	...	...	20,510	...	...	...	
Turkey, European ... ..	...	...	...	...	...	85,596	85,596	
Egypt ... ..	64,228	...	303	64,531	...	...	...	
West Coast of Africa ... ..	18	...	...	168	11,242	...	11,242	
Java ... ..	514	...	...	514	...	...	...	
China (including Hong Kong)	...	...	...	...	544,984	...	544,984	
Peru ... ..	3,203	...	...	3,203	...	...	...	
Malta ... ..	5,140	...	...	5,140	...	...	...	
British East Indies ... ..	1,286	...	8,770	10,056	174,000	996,242	1170242	
Other Countries ... ..	128	207	...	335	...	...	...	
Aggregate of the Exportations registered in the Week ... }	100,800	587	131,143	232,590	11,242	718,984	1178947	
Declared Value of the said Exportations ... .. }	£ 392,793	£ 2,300	£ 552,698	£ 947,791	£ 3,090	£ 84,450	£ 156,760	

Statistical Department, Custom House, London,  
November 22, 1900.

A. J. WOOD.

In the Matter of the Undertaking of the Horsham Gas Company Limited to Maintain and Continue Gas Works, and to Manufacture and Supply Gas in the Parish of Horshair, in the County of Sussex.

And in the Matter of an Application to Authorize the Extension of the said Works.

1. THE objects of the intended application are to extend and vary the Horsham Gas Order, 1877, by authorizing the Company to extend and enlarge their gas works, and for that purpose to maintain and continue and from time to time to alter and enlarge retorts, gasholders, receivers, purifiers, meters, apparatus, and works for the manufacture and storing of gas and of coke and other residual products obtained in the manufacture

of gas and matters producible therefrom upon lands now the property of the Horsham Gas Company Limited, situate in the parish of Horsham, which said lands are hereinafter more fully described.

2. The general description and nature of the works to be maintained and continued on the said lands are already erected, and consist of a boiler-room, engine-room, generating-room, condenser, separator, oil-tank, apparatus and works used in the manufacture of gas, and especially carburetted water gas.

3. The works are and will be situate on land now the property of the Company, in the parish of Horsham, in the county of Sussex, and adjoining the lands of the Company referred to in the schedule to the Horsham Gas Order, 1877. The

said land is about three-quarters of an acre in extent, and is bounded on the north by land the property of Miss Ireland, of the Trustees of the Wesleyan Chapel, of Miss Wells, of Mrs. Grist, and of the Trustees of the will of Benjamin Fox Watkins, deceased, on the east by lands the property of the Trustees of the will of Philip Chase-more, deceased, of the Company, and of Joseph Flint Alexander Cotching, on the south by lands the property of Benjamin Blackman, and of the Company, and on the west by lands the property of the Company, and of the Trustees of the will of Alfred Agate, deceased.

4. A copy of this advertisement, a map showing the lands to be used for the manufacture of gas and of residual products arising in the manufacture of gas, and a plan and section of the works which are already erected on the said land, will be deposited with the Clerk of the Peace for the county of Sussex, and at the office of the Board of Trade, on the 27th day of November, 1900, pursuant to Schedule B, Part II, of the Gas and Water Works Facilities Act, 1870.

5. Printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be obtainable at the office of the Horsham Gas Company Limited, at the parish of Horsham, in the county of Sussex.

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 application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1901. Copies of their representations or objections must at the same time be sent to the Horsham Gas Company Limited, at Horsham, in the county of Sussex, or to Messrs. Rawlison and Butler, Solicitors, Horsham, the agents of the Company. In forwarding to the Board of Trade such representations or objections the persons making the same or their agents should state that a copy of the same has been forwarded to the Company or their agents.

Dated this 12th day of November, 1900.

EDWD. I. BOSTOCK, }  
WILLIAM PANNETT, } Directors.



#### Light Railways Act, 1896.

##### Hadlow Light Railway.

NOTICE is hereby given that application is intended to be made in the month of November, 1900, to the Light Railway Commissioners by the Hadlow Light Railway Company (hereinafter called "the Company") whose office is situate at Salford-terrace, Tonbridge, in the county of Kent, for an Amending Order under the Light Railways Act, 1896, to extend the period limited by the Hadlow Light Railway Order, 1897 (hereinafter called "the 1897 Order") for the compulsory purchase of lands, houses, and other property, and if and so far as may be necessary to revive such powers and also to extend the period for the completion of the railway and works by that Order authorized, to empower the Company to increase the amount of both share and loan capital authorized by the 1897 Order for the general purposes of their Undertaking, and further to authorize the Company to enter into agreements with the Rother Valley (Light) Railway Company for (inter alia) the mainten-

ance and management and use or working of the Hadlow Light Railway.

The Amending Order will, so far as may be necessary or expedient for any of the purposes aforesaid, alter, extend and enlarge the provisions of the 1897 Order.

Objections to the application should be made in writing to the Light Railway Commissioners on foolscap paper and written on one side only, and addressed to the Secretary, Light Railway Commission, 54, Parliament-street, London, S.W., and a copy of such objections should, at the same time, be sent to the Promoters, their Solicitors or Agents.

Dated this 15th day of November, 1900.

The persons responsible for the publication of this notice are:—

The HADLOW LIGHT RAILWAY COMPANY,  
Salford-terrace, Tonbridge, Kent.

LE BRASSEUR and OAKLEY, 12, New-  
court, Lincoln's-inn, London, W.C.

Light Railway Commissioners, November, 1900.

#### Tanat Valley Light Railway.

NOTICE is hereby given that application is intended to be made to the Light Railway Commissioners by the Tanat Valley Light Railway Company for an Order to extend the time for the purchase of lands and for the completion of the works authorised by the Tanat Valley Light Railway Order 1898 and to empower the said Company to raise additional capital for the purpose of constructing and working the Light Railways authorised by the said Tanat Valley Light Railway Order 1898.

The said Order will amend the Order of 1898 by providing that it shall be read as if the name of the Rural District Council of Llansilin had been inserted instead of the Rural District Council of Llanrhaeadr.

It is proposed by the said Order to empower the County Councils of Salop, Denbigh and Montgomery the Corporations of Oswestry and Liverpool and the Rural District Councils of Llanfyllin and Llansilin to advance further moneys to the Company by way of loan or as part of the share capital and also to authorise the Cambrian Railways Company to subscribe towards the capital of the undertaking either by way of loan or as share capital. Copies of the draft Order will be deposited on or before the 30th day of November 1900 at the offices of Messrs. Minshalls, Parry-Jones and Pugh Solicitors Oswestry and at the offices of Messrs. Baker Lees and Co. 54 Parliament-street Westminster where they can be obtained on payment of one shilling per copy.

Any objections to the application should be made in writing to the Light Railway Commissioners and be written on foolscap paper on one side only and should be addressed and sent to the Secretary Light Railway Commissioners 54 Parliament Street London S.W. as soon after the 30th November instant as possible and at the same time a copy of such objections must be sent to the Promoters their Solicitors or Parliamentary Agents.

Dated this 13th day of November 1900.

MINSHALLS PARRY-JONES and PUGH  
Solicitors Oswestry;

BAKER LEES and Co. 54 Parliament-  
street Westminster Parliamentary  
Agents.

In Parliament—Session 1901.

Alexandra (Newport and South Wales) Docks and Railway Company.

(New Dock in Extension of existing South Dock with Entrance Lock Basin from River Usk River Walls Railways and other Works; Diversions of River Ebbw; Purchase of Lands; Tolls Rates and Dues; Sale Lease &c. of Lands and Buildings; Application of Capital and Funds; Further Capital Powers; Special Provisions as to Preferential Capital and Borrowing Powers of Company and Alteration and Regulation of existing Capital; Additional Lands; Constitution of New Dock Railways and Works separate undertaking of Company; Apportionment of Rates and Dues between Existing and intended Dock and Works; Special Provisions with regard to Agreements with Lord Tredegar and his Trustees; Agreements with Great Western Railway Company; Extension of Time for Completion of certain Authorised Works; Payment of Interest out of Capital during Construction; Alteration of Number and Quorum of Directors; Change of Name; Incorporation of and Amendment of Acts.)

**N**OTICE 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 for authorising the Company to effect the purposes or some of the purposes following (that is to say):—

To make and maintain the dock with railways and other works hereinafter described or some of them or some part or parts thereof respectively on lands situated in the parish and borough of Newport and in the parishes of or hamlets of Bassaleg Saint Woollos Saint Brides Wentlloog Duffryn Rogerstone and Graig or some or one of them in the county of Monmouth viz. :—

- (a) A dock in extension of the existing South Dock of the Company with a lock basin and entrance from the River Usk to be situated on lands bounded on the north and north-east by the dock and lands or property of the Company on the south-east and south by the River Usk and on the west by an imaginary line drawn in a north-westerly direction from the mouth of the River Ebbw to the bridge carrying the main line of the Great Western Railway (South Wales Division) over that river;
- (b) A lock basin situated in the parish and borough of Newport near the western end of Mendlegieff Pill between the southern end of the intended dock and the entrance channel next hereinafter described;
- (c) An entrance channel commencing in the parish and borough of Newport at or near high water mark of ordinary tides on the north bank of the River Usk at a point 15 chains or thereabouts measured in a westerly direction from the southern extremity of the breakwater on the west side of Mendlegieff Pill and terminating in the parish of Saint Brides Wentlloog at or near low water mark on the north side of the River Usk at a point 15 chains or thereabouts measured in a southerly direction from the point of commencement above described;
- (d) A River Wall or Embankment No. 1 wholly in the parish and borough of Newport commencing on the north bank of the River Usk at a point on or near high water mark

of ordinary tides 10 chains or thereabouts measured in an easterly direction from the southern extremity of the breakwater on the west side of Mendlegieff Pill and terminating on the foreshore of the River Usk at a point on the low water channel of the River Ebbw 5 chains or thereabouts measured in a north-westerly direction from its point of junction with the low water channel of the River Usk;

- (e) A River Wall or Embankment No. 2 wholly in the parish and borough of Newport commencing on the north bank of the River Usk at a point on or near high water mark of ordinary spring tides at the mouth of the River Ebbw and terminating on the foreshore of the River Usk at a point on the low water channel of the River Ebbw 8 chains or thereabouts measured in a north-westerly direction from its point of junction with the low water channel of the river Usk before-mentioned;
- (f) A diversion and straightening in the parish of Duffryn and the parish and borough of Newport of so much of the River Ebbw as lies between points thereon 13 chains and 26 chains respectively or thereabouts measured in a south-easterly direction from the bridge carrying the main line of the Great Western Railway (South Wales Division) over that river;
- (g) A diversion and straightening in the parish of Duffryn and the parish and borough of Newport of so much of the River Ebbw as lies between a point thereon 5 chains or thereabouts measured in a north-westerly direction from the north-east corner of the enclosure numbered 253 on the ordnance map (scale 1/2500 of the parish of Bassaleg (edition 1884) and its junction with the River Usk;
- (h) A Railway (No. 1) in the parish and borough of Newport and in the parishes of Saint Woollos and Duffryn commencing by a junction with the railway of the Company at the eastern end of the bridge carrying that railway over the main line of the Great Western Railway and terminating in the parish and borough of Newport at a point 10 chains or thereabouts measured in a westerly direction from the southern corner of the South Dock of the Company;
- (i) A Railway (No. 2) in the parish and borough of Newport and in the parish of Saint Woollos commencing by a junction with the low level line of the Company at a point thereon 16 chains or thereabouts measured in a southerly direction from the Bridge carrying the Cardiff-road over the main line of the Great Western Railway at Maesglas Junction and terminating in the parish and borough of Newport by a junction with the intended Railway No. 1 at a point 20 chains or thereabouts measured in a south-westerly direction from the bridge carrying the railway of the Company over the Mendlegieff-road at East Mendlegieff Junction and 28 chains or thereabouts measured in a south-easterly direction from the bridge carrying the railway of the company over the main line of the Great Western Railway before described;
- (j) A Railway (No. 3) wholly in the parish and borough of Newport commencing by a junc-

tion with the intended Railway No. 1 at a point 9 chains or thereabouts measured in an easterly direction from the point of commencement of Railway No. 1 as hereinbefore described and 26 chains or thereabouts measured in a north-easterly direction from the bridge carrying the main line of the Great Western Railway over the River Ebbw and terminating by a junction with the railway of the Company at a point thereon 11 chains or thereabouts measured in a westerly direction from the western corner of the Alexandra North Dock of the Company;

- (k) A Railway (No. 4) in the parish and borough of Newport and the parish of Saint Woollos commencing by a junction with the railway of the Company at a point thereon 7 chains or thereabouts measured in an easterly direction from the bridge carrying that railway over the Cardiff-road and terminating in the parish of Saint Woollos by a junction with the western loop of the Great Western Railway at a point thereon 3 chains or thereabouts measured in a westerly direction from the occupation road bridge over that railway at Park Junction;
- (l) A Railway (No. 5) wholly in the parish of Rogerstone commencing by a junction with the railway of the Company at a point thereon 15 chains or thereabouts measured in a south-easterly direction along that railway from the bridge carrying that railway over the public road at the Great Western Railway Station at Bassaleg Junction and terminating by a junction with the Great Western Railway (Monmouthshire Lines) at a point 10 chains or thereabouts measured in a south-easterly direction along that railway from the road bridge last before-mentioned;
- (m) A railway (No. 6) wholly in the parish of Rogerstone commencing by a junction with the railway of the Company at a point thereon 6 chains or thereabouts measured in a south-easterly direction from the road bridge last before-mentioned and terminating by a junction with the Brecon and Merthyr Railway at a point 6 chains or thereabouts measured in a north-westerly direction from the road bridge aforesaid.
- (n) A widening in the parish and borough of Newport and the parish of Saint Woollos of the railway of the Company on the southern side thereof commencing at the occupation road bridge over the railway of the Company at Park Junction as before described and terminating in the same parishes at the eastern end of the bridge carrying the said railway over the main line of the Great Western Railway.

To make provide and maintain from time to time in connection with the intended dock railways and works or any of them all necessary or convenient locks gates opening and other bridges graving and other docks foundries workshops engineering and other machinery including electric machinery for establishing electric light traction and power and appliances for building and repairing ships shipping places wharves quays slips jetties landing places stages rails plates sleepers trams sidings stations platforms ways approaches warehouses sheds buildings cranes hydraulic lifts drops gridirons moorings

buoys dolphins culverts sluices drains and other works and conveniences.

To confer upon the Company the following powers or some of them and to enable them to carry into effect the following objects or some of them (that is to say):—

To deviate from the lines and levels of the intended dock railways and works shown on the plans and sections hereinafter mentioned to such an extent as may be authorised and defined by the Bill;

To purchase and take by compulsion or agreement lands houses and hereditaments or any estate interest easement or rights in over or affecting the same and to vary or extinguish any rights or privileges affecting such lands houses or hereditaments and notwithstanding Section 92 of the Lands Clauses Consolidation Act 1845 to acquire parts only of certain lands and property without being compelled to purchase the whole and also to cross stop up alter or divert temporarily or permanently any roads ways footpaths bridges railways tramways aqueducts streams watercourses reens sewers drains culverts and pipes with which it may be necessary to interfere in carrying out the intended works and also to enable the Company to break up and interfere with the surface of the following streets and roads for the purposes of an easement for laying down maintaining repairing and renewing pipes cables and wires for the purpose of supplying hydraulic power and electricity from the existing Alexandra Dock to the Old Dock the property of the Company viz.:— Watchhouse-parade Alexandra-road Tredegar Wharf Railway Great Western Railway Commercial-road Potter-street Castle-street Portland-street Great Western Railway Milman-street Milman-street on Tredegar Wharf Estate Mendlegieff-road and to enable the Company to supply hydraulic power and to charge for same on such conditions as the Bill may prescribe.

To stop up and discontinue so much of the road called Mendlegieff-road in the parish and borough of Newport as lies to the southward of the railway bridge over that road at East Mendlegieff Junction and to extinguish all rights of way and any other rights over the said road or portion thereof so stopped up and in consequence of the construction of the river wall or embankment (D) before described to stop up Mendlegieff Pill situate on the north bank of the River Usk in the parish of Saint Woollos;

To remove all landing stages mooring posts buoys or other erections and appliances at and near the entrance to the intended dock and works and to provide such others as the Company think fit and to extinguish all rights of way and other rights which may interfere with or obstruct the construction maintenance or use of the existing or intended docks railways and works of the Company or any of them;

To take and divert water from the Rivers Usk and Ebbw into the proposed dock and works or into any of the existing docks basins locks and works of the Company and to dredge scour and deepen the bed shore and soil of the said rivers at and near the intended dock entrance and other works;

To empower the Company upon any of the lands already belonging to them or to be acquired by them under the powers of the Bill to build houses and cottages for the

accommodation of workmen and servants employed at or upon any of the docks warehouses and works of the Company and to apply their capital for the purpose and to make agreements or arrangements with any company or person respecting the above objects subject to such terms and conditions as may be prescribed by the Bill ;

To repeal alter or vary the existing tolls rates rents dues and charges and to enable the Company to apply to the intended new dock and works connected therewith the present tolls rates rents dues and charges or to levy new or increased tolls rates rents dues and charges on ships goods and traffic of every description in respect of their existing and new docks graving docks slips and other works and also to levy and receive new or increased rates and charges for the use of tug-boats dredgers wharves warehouses buildings depots yards sheds railways cranes machinery and other apparatus appliances and conveniences connected with the existing and intended new dock and works of the Company and in respect of any services rendered or performed by the Company and to confer exemptions from and from time to time to compound for the payment of any such tolls rents rates and dues ;

To empower the Company upon such terms and conditions and for such term or period as they think proper to sell or lease any lands acquired by them under the powers of the Bill to other persons or companies for warehouses or any other purpose in connection with the trade and business carried on at the docks and to extend to any of such lands acquired by the Company under the powers of the Bill the provisions of Sections 64 and 65 of the Alexandra (Newport) Dock Act 1865 and Section 11 of the Alexandra (Newport) Dock Act 1873 and Section 8 of the Alexandra (Newport and South Wales) Docks and Railway Act 1896 ;

To authorise the Company for the purposes of the proposed works or of the Bill to apply any capital and funds they have raised or are authorised to raise and also their revenue and any reserved or accumulated profits or income and the interest or annual proceeds thereof and also for such purposes and the general purposes of their undertaking to raise further moneys by the creation and issue of new shares or stock and by borrowing and to attach to any such new shares or stock a priority of interest or dividend and other special privileges ;

To authorise the Company to vary the rights privileges priorities rates of interest or dividend or terms and conditions to which the holders of any preferred or deferred shares or stock or preference shares or stock in the Company are entitled or are subject or to cancel all or any such shares or stock and create and issue in substitution thereof other shares or stock in one or more classes with the same or other rights priorities and privileges and with the same or other rates of interest or dividend and upon and subject to the same or other terms and conditions as the Bill may define and to provide if need be by the Bill that notwithstanding the provisions of the Companies Clauses Act 1863 the dividend or interest on any shares or stocks of the Company may be paid half-yearly ;

To re-arrange classify define and regulate the capital and borrowing powers of the Com-

pany and the rights privileges and priorities as between themselves of the stock and debenture stockholders of the Company or any classes thereof respectively and to convert into debenture stock any mortgages and debentures which may be granted or issued under the powers of the Bill and the Bill will or may provide for the existing preferred and deferred stock of the Company being created as one uniform undivided stock with a fixed rate of dividend subject to such terms and conditions as the Bill may prescribe ;

To apply to the docks railways and works to be authorised by the Bill and to the Company the provisions or some of the provisions of the Alexandra (Newport) Dock Act 1865 and of the several other Acts relating to the Company and their undertaking including the Acts and parts of Acts incorporated with such Acts respectively ;

To create a superannuation or pension fund and apply the same towards the granting of superannuation allowances or pensions or compensation to officers and servants who have become incapacitated or disabled and from time to time to make rules and regulations in relation thereto as the Bill may prescribe.

The Bill will authorise the Right Honourable Lord Tredegar and the trustees or trustee of his settled estates to contribute towards the cost of constructing the new dock and works proposed by the Bill and to charge any moneys so contributed on the said estates and to take and hold shares in the capital to be raised under the powers of the Bill and the Bill will or may alter vary enlarge or repeal all or any agreements or arrangements between his lordship and such trustees or trustee and the Company as to royalties to be paid in respect of the purchase of any lands and property required for the intended dock and works and to alter or vary the terms and conditions of any agreements or arrangements whether authorised or confirmed by Act of Parliament or otherwise and to authorise and provide for by the Bill of new agreements and arrangements under other or similar terms and conditions.

To authorise Lord Tredegar and his sequels in estate and trustees and the Company respectively from time to time to make and enter into agreements and arrangements in regard to any of the purposes of the Bill in which they are mutually interested and in regard to any lands which formed or now form part of Lord Tredegar's settled estate and have been already acquired or may be required by the Company for the purposes of the Bill and in regard to the royalties and payments to be made in respect thereof and to enable the Company to acquire compulsorily any of such lands and property and the Bill will or may provide for the settlement by arbitration or otherwise of any differences which may arise under any existing or future agreements or arrangements between the parties respecting the matters aforesaid and sanction and give effect to any agreement or arrangement for such purposes or any of them which may be made previously to the passing of the Bill.

To alter modify or repeal the whole or such part or parts of any land agreement entered into between the Company and Lord Tredegar and his trustees under the authority of the Alexandra (Newport) Dock Act 1865 and any other Act of the Company as prescribes the rents or share of rents payable to Lord Tredegar and to substitute such other rents or share of rents or other con-

sideration as may be agreed upon or the Bill may prescribe.

The Bill will enable the Company and the Great Western Railway Company from time to time to enter into agreements with respect to the conveyance and conduct of the traffic on the intended railways of the Company the payments and allowances to be made and the conditions to be performed with respect to such conveyance and the division and appropriation of the tolls and other income arising from such traffic and the Bill will sanction and confirm any agreement which previously to the passing thereof may be made touching any of the matters aforesaid.

To constitute the intended dock railways and works proposed to be authorised by the Bill or any part or parts thereof a separate undertaking of the Company as regards capital profits revenue and accounts in such manner as the Bill may prescribe and to provide that the capital necessary for the construction of such separate undertaking may be distinct from the general or existing undertaking and capital of the Company and the Bill will also provide for the apportionment of the rates and dues between the existing docks of the Company and the proposed dock and works to be authorised by the Bill.

To extend the time limited for the construction and completion of the portion of the Company's South Dock and works authorised by the Alexandra (Newport) Dock Act 1882 as altered and extended by the Alexandra (Newport and South Wales) Docks and Railway Act 1886 as has not yet been completed.

To change the name of the Company and their undertaking to such name or title as the Bill may define.

To enable the Company notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 to pay out of their capital or funds interest or dividends on any shares or stocks of the Company during the construction of the docks and works to be authorised by the Bill and the Bill may provide notwithstanding anything contained in the Companies Clauses Acts for the alteration of the number and quorum of directors.

The Bill will vary or extinguish all rights and privileges which would interfere with its objects and confer other rights and privileges and so far as may be expedient for any purposes thereof the Bill will amend enlarge or repeal some of the provisions of the Acts of Parliament following (that is to say) Lord Tredegar's Estate Act 1865 and Lord Tredegar's Supplemental Estate Acts 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 1885 1890 1896 and 1897 the Newport Dock Act 5 and 6 Will. IV. cap. 75 the Newport Dock (Transfer) Act 1883 and any other Act relating to or affecting the Newport Dock or the Alexandra (Newport and South Wales) Docks and Railway Company and the Act 6 Will. IV. cap. 107 and any other Act relating to or affecting the Great Western Railway Company and the Bill will incorporate with itself with or without modification all or some of the provisions of the Companies Clauses Consolidation Act 1845 the Companies Clauses Acts 1863 and 1869 the Lands Clauses Acts the Railways Clauses Act 1863 and the Harbours Docks and Piers Clauses Act 1847.

And notice is hereby further given that plans and sections showing the lines situation and levels of the intended dock railways and other works and the lands and other property which may be

taken for the purposes thereof with a book of reference to such plans and an ordnance map with the line of the intended 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 Monmouth at his office at the Town Hall Newport in that county and on or before the same day a copy of the said plans sections and book of reference with a copy of this Notice published as aforesaid will be deposited with the Town Clerk of the County Borough of Newport at the Town Hall Newport in the case of the parishes or hamlets of Bassaleg Saint Woollos and Saint Brides Wentloog and Duffryn with the Clerk of the Rural District Council of Saint Mellons and in the case of the parishes or hamlets of Rogerstone and Graig with the Clerks of the Parish Councils or Chairman of those Councils as the case may be at their respective residences or offices.

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 9th day of November, 1900.

MARKBY, STEWART and Co. 57, Coleman-street, London, E.C., Solicitors.

W. and W. M. BELL, 27, George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Victoria, City, and Southern Electric Railway. (Incorporation of Company; Construction of Underground Railways between Victoria, Cannon-street, and Peckham; Generating Stations, &c.; Exemption from Provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Rates, &c.; Temporary Shafts and Openings; Bye-laws; Access to Stations of other Railway Companies; Provisions as to Underpinning and as to Purchase of Lands; Easements, and Use of Subsoil; Erection of Houses, Shops, &c.; Agreements with London County Council and Corporation of London and Borough Councils of Westminster, Southwark, Bermondsey and Camberwell, and other Authorities and Companies; Payment of Interest out of Capital; Amendment of Acts.)

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

To incorporate a company (hereinafter called "the Company") for the purposes of the intended Act.

To empower the Company to make and maintain the underground railways, subway and works hereinafter described, or some part or parts thereof, with all necessary and proper stations, platforms, buildings, passages, approaches, subways, tunnels, covered ways, sidings, signals, shafts, lines, inclines, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):—

Railway No. 1, wholly in the parish of St. George, Hanover-square, in the city of Westminster, and county of London, commencing at a point 33 yards or thereabouts, measured in a north-easterly direction, from the centre of Robert-street at its eastern termination near the Grosvenor Canal, and terminating in Buckingham Palace-road at a point 48 yards or thereabouts, measured in a south-westerly direction along the centre of that road, from a point opposite the southern corner of Semley-place, at its junction with the said road.



Railway No. 2, commencing in the parish of St. George, Hanover-square, in the city of Westminster, by a junction with Railway No. 1 at its termination as hereinbefore described, and terminating in the parish of St. Martin Ludgate, in the city of London, at or near the centre of Ludgate-hill, at a point 23 yards or thereabouts, measured in an easterly direction along the centre line of Ludgate-hill, from a point opposite the eastern boundary wall of St. Martin's Church. Railway No. 2 will pass from, in, through, or into the parishes of St. George, Hanover-square; St. Margaret and St. John the Evangelist Westminster; St. Martin in the Fields; St. Clement Danes, detached No. 2; St. Clement Danes, detached No. 1; St. Clement Danes; St. John the Baptist, otherwise the Precinct of the Savoy; and St. Mary le Strand, all in the city of Westminster, and county of London; and St. Dunstan in the West, St. Bride Fleet-street, and St. Martin Ludgate, in the city of London, and County of London:

Railway No. 3, commencing in the parish of St. Martin Ludgate, in the city of London, by a junction with Railway No. 2, at its termination as hereinbefore described, and terminating in the parish of St. John the Baptist, in the city of London, at a point at or near the centre of Cannon Street, opposite the north-eastern corner of Dowgate Hill at its junction with Cannon-street. Railway No. 3 will pass from, in, through, or into the parishes of St. Martin Ludgate; St. Gregory by St. Paul's; St. Augustine; St. Nicholas Cole Abbey; St. Margaret Moses; Allhallows Bread-street; St. Mildred Bread-street; St. Mary Aldermary; St. Antholin; St. Thomas the Apostle; St. John the Baptist; all in the city of London and county of London.

Railway No. 4, commencing in the parish of St. Thomas the Apostle, in the city of London, at a point at or near the centre of Queen-street, 17 yards or thereabouts, measured in a northerly direction along the centre line of the said street, from a point opposite the northern side of Cloak-lane, at its junction with the said street, and terminating in the parish of St. George the Martyr Southwark, in the borough of Southwark and county of London, at or near the centre of Marshalsea-road, at a point 53 yards or thereabouts from the south-east corner of Ilfracombe-buildings, measured in a south-easterly direction. Railway No. 4 will pass from, in, through or into the parishes of St. Thomas the Apostle, St. Michael Paternoster Royal, St. Martin Vintry, and St. James Garlickhithe, all in the city of London, and county of London, and St. Saviour Southwark, and St. George the Martyr Southwark, both in the borough of Southwark and county of London.

Railway No. 5, commencing in the parish of St. George the Martyr Southwark, in the borough of Southwark and county of London, by a junction with Railway No. 4 at its termination as hereinbefore described, and terminating in the parish of St. Giles, Camberwell, in the borough of Camberwell, in the county of London, at a point 27 yards or thereabouts, measured in a north-westerly direction, from the junction of the centre lines of Copeland-road and Rye-lane, and 2 yards or thereabouts from the front of the house No. 241, Rye-lane, measured in a northerly direction. Railway No. 5 will

pass from, in, through, or into the parishes of St. George the Martyr Southwark, and St. Mary Newington, in the borough of Southwark, the parish of St. Mary Magdalen Bermondsey, in the borough of Bermondsey, and St. Giles, Camberwell, in the borough of Camberwell, all in the county of London. Railway No. 6, wholly in the parish of St. Giles Camberwell, and borough of Camberwell, and county of London, commencing by a junction with Railway No. 5 at or near the centre of Atwell-road at a point 62 yards or thereabouts, measured along the said road in an easterly direction, from the eastern side of Rye-lane, and terminating in Copeland-avenue at a point 40 yards or thereabouts, measured in a north-easterly direction, from the south-west corner of Copeland-road, at its junction with Rye-lane.

A subway for foot passengers only, situate wholly in the parish of St. Margaret and St. John the Evangelist, Westminster, in the city of Westminster, and county of London, commencing in the centre of Artillery-row at a point 28 yards or thereabouts, measured in a south-westerly direction along the centre of the said row, from a point opposite the southern side of Howick-place, at its junction with the said row, and terminating in Victoria-street at a point 7 yards or thereabouts, measured in a southerly direction from the eastern corner of James-street at its junction with Victoria-street.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, or places, railways, bridges, gas and water mains and pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use for the purposes of the intended works, or of the intended Act, and either by compulsion or agreement, the subsoil and under surface of any lands, streets, roads, highways, houses, cellars, vaults, and places under, along, or across which any of the proposed works are intended to be made, and the foreshore, bed, bank, and soil of the River Thames, and any rights of ferry or other public or private rights across or affecting the River Thames which it may be necessary or convenient for the purposes of the intended Act to vary or extinguish.

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 intended Act, 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 intended Act, 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 may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

To authorise the Company to purchase, by compulsion or agreement, lands, houses, and other property and easements therein, for the



purposes of the intended Act, and in particular to empower the Company to purchase and acquire, by compulsion or agreement, and to hold and use for the purposes of stations for generating electric power, with all necessary or convenient buildings, works, engines, dynamos, apparatus and conveniences, the lands hereinafter described, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property and subsoil.

The lands proposed to be acquired and used for the purposes of generating stations are—

(A) Certain lands in the parish of St. George, Hanover-square, in the city of Westminster, and county of London, belonging or reputed to belong to the Duke of Westminster, and in the occupation of Messrs. George Smith and Co., Limited, included within a line commencing at the eastern side of Commercial-road, at the back of the buildings forming the southern boundary of the wharf belonging or reputed to belong to the Duke of Westminster, and in the occupation of the Borough Council of the city of Westminster, thence following the southern boundary of the said buildings in an easterly direction to the western edge of the Grosvenor Canal, thence following the edge of the canal in a southerly direction to the back of the buildings and wall forming the boundary of the premises belonging or reputed to belong to the Duke of Westminster, and in the occupation of the Army and Navy Co-operative Society, Limited, thence following the said buildings and wall in a north-westerly direction to Gatliff-road, thence in a northerly direction along the wall forming the eastern boundary of Gatliff-road to the bend in the said road, thence along the wall forming the northern boundary of the said road to the outbuildings at the rear, and forming the eastern boundary of the shops on the eastern side of Commercial-road, thence along the back of the said outbuildings in a north-easterly direction to the wall and outbuildings at the rear of the houses on the southern side of Robert-street and Robert-place, thence along the said wall and backs of the said outbuildings in a south-easterly direction to the wall forming the eastern boundary of the house, No. 9A, Robert-street, thence along such wall and the eastern side of the said house to the wall across the eastern end of Robert-street, thence along the said wall to the stables belonging or reputed to belong to the Duke of Westminster, and in the occupation of the London General Omnibus Company, Limited, thence in a north-easterly direction along the back of the said stables as far as they extend in such direction, thence in a north-westerly direction along the wall and backs of certain other stables forming the northern boundary of premises in the occupation of the London General Omnibus Company, Limited, to its termination on the eastern side of Commercial-road, thence in a northerly direction along the eastern side of Commercial-road to the first-mentioned point.

(B) Certain lands in the parish of St. Giles, Camberwell, in the borough of Camberwell and county of London, included within a line commencing on the eastern side of the Peckham branch of the Surrey Canal, at the southern side of the bridge over the said canal, described as Taylor's

Bridge on the London sheet No. XI, 27, of the Ordnance Survey, published on the 1/1056 scale (1894-1896 edition), thence along the southern wing wall of the said bridge to its termination, thence along the buildings and fence forming the western boundary of Hill-street to the junction of the fence dividing the forecourts of the houses Nos. 12 and 14, Hill-street, thence in a westerly direction along the north side of such fence to the party wall between the said houses, thence inside No. 12, Hill-street along the said party wall to the fence dividing the back gardens of the said houses, thence along the north side of such last-mentioned fence to the fence at the back of the garden of No. 12, Hill-street, and<sup>d</sup> continued in the same direction across the land between the said garden and the aforesaid canal to the eastern side of the canal, and thence in a north-westerly direction along the eastern edge of the aforesaid canal to the first-mentioned point.

To empower the Company, 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 part of, or any lands, vaults, cellars, arches, or other offices attached or belonging to any houses, buildings, manufactories, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises.

To empower the Company to appropriate and use the subsoil under any street or road, or under any house, building, manufactory or premises, cellars, vaults, arches, or other constructions, or any parts 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, or any easement or right to the use of such subsoil.

To authorise the Company to sell, convey, demise and lease, or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and, so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To make provision with reference to the settlement of questions of disputed compensation within the City of London.

To empower the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways, subway, and works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To make and maintain temporary shafts or openings from the surface of any land or street, or the River Thames within the limits of deviation to be shown on the plans hereinafter mentioned to any portions of the proposed works constructed under the surface thereof, and to appropriate and use the subsoil and under-surface of any such land or street or river for the purposes of the proposed works, or for any other purpose, subject to such provisions and limitations as may be provided by the intended Act.

To authorise the Company, where the intended railways will pass alongside of or near to the station of any other railway company, to make such ways, stairs, lifts, and communications as

may be necessary for enabling passengers and luggage to pass from any such station to any station of the Company, and for that purpose to enter upon lands, stations, platforms, and works of such other railway company, and to alter any such platform and to make openings in the same, and in any walls and any necessary protective works, and the intended Act will or may make such provision as will secure to the public and to the officers and servants of the Company free and uninterrupted access by means of such ways, stairs, lifts, communications, and openings between any station of the Company and any stations of any railway company as aforesaid.

To empower the Company on the one hand, and the London County Council (hereinafter called "the County Council") and the Mayor and Commonalty and Citizens of the City of London, the Borough Council of the City of Westminster, and the Borough Councils of the Boroughs of Southwark, Bermondsey, and Camberwell respectively (hereinafter called "the Corporations"), or any or either of them, or any other authority, or any company or body having control or management of streets, roads, or sewers, water, gas, or other pipes or apparatus on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways, subway, and 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, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and, if thought fit, to insert provisions for the protection of the County Council and the Corporations, or other authority, company, or body as aforesaid respectively, or any or either of them, and to confer upon them, in furtherance of any such agreement, all or any of the powers of the intended Act, including powers of construction, maintenance, and purchasing lands.

To empower the Company to erect houses, shops and buildings on lands acquired or to be acquired by them under the powers of the intended Act, and to demise or let the same, or any part or parts thereof, for such term or terms, and upon and subject to such terms (pecuniary or other) and conditions, and to such person or persons, company, or companies as they think fit.

To empower the Company on the one hand, and any other company, body, or person authorised to supply electricity in any district in which any part of the said railways or any of them will be situate on the other hand to enter into and carry into effect agreements with respect to the supply to the Company by such company, body, or person of electricity or electrical energy or power.

To authorise and empower the Company to make, vary or rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended railways, subway, and works, and to enforce the observance of such bye-laws, rules, and regulations, and to impose and recover penalties for the breach or non-observance thereof.

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 from time to time during construction, interest or dividends

on any shares, stock, or debenture stock of the Company.

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

To alter, amend, extend, and, if need be, repeal the provisions or some of the provisions of the several Acts of Parliament following, viz.: the Metropolis Local Management Acts, 1855 and 1856; the Local Government Act, 1888; the London Government Act, 1899, and all other Acts which will or may relate to the County Council or other Corporations or municipal authorities in the county of London; the London City Improvement Act, 1847, 57 Geo. III, cap. 29; the City of London Sewers Act, 1897, and all other Acts relating to the Corporation of London; the Baker Street and Waterloo Railway Act, 1893, and all other Acts relating to the Baker Street and Waterloo Railway Company; the Waterloo and City Railway Act, 1893, and all other Acts relating to the Waterloo and City Railway Company; the City of London and Southwark Subway Act, 1884, and all other Acts relating to the City and South London Railway Company; the Charing Cross, Euston, and Hampstead Railway Act, 1893, and all other Acts relating to the Charing Cross, Euston, and Hampstead Railway Company, the City and Brixton Railway Act, 1893, and all other Acts relating to the City and Brixton Railway Company.

And notice is hereby further given, that, on or before the 30th day of November instant, plans and sections of the railways, subway, and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, 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 be deposited for public inspection with the Clerk of the Peace for the County of London, at his office at the Sessions House, Clerkenwell; and that, on or before the said 30th day of November, a copy of so much of the plans, sections, and book of reference respectively as relates to each metropolitan borough and each parish in the city of London in or through which the said railways, subway, 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 or acquired compulsorily under the powers of the intended Act, 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 city of Westminster, with the Town Clerk of the City of Westminster, at his office at the Town Hall, Charing Cross Road, S.W.

As relates to the borough of Southwark, with the Town Clerk of the Borough of Southwark, at his office at the Vestry Hall, Walworth Road, S.E.

As relates to the borough of Camberwell, with the Town Clerk of the Borough of Camberwell, at his office at the Vestry Hall, Peckham-road, S.E.

As relates to the borough of Bermondsey, with the Town Clerk of the Borough of Bermondsey, at his office at the Town Hall, Spa-road, Bermondsey.

And in the case of each parish in the city of London, with the Parish Clerk thereof, at his residence, or if there be no parish clerk, with the Vestry Clerk of such parish, at his office.

And notice is hereby further given, that on or before the 21st day of December, 1900, printed

copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1900.

NORON, ROSE, NORON and Co., 10, Victoria-street, Westminster Abbey, S.W., and 57½, Old Broad-street, E.C., Solicitors for the Bill.

ROBERTS and Co., 6, Queen Anne's Gate, Westminster, S.W., Parliamentary Agents.

Light Railway Commission.

November, 1900.

Light Railways Act, 1896.

Rotherham, Tinsley, and Tickhill Light Railway. (Construction of Railway from the Sheffield District Railway, near Tinsley, in the West Riding of the County of York; Land Powers; Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; Tolls and Charges; Agreements with Landowners and others, and also with the Great Central, Midland, Lancashire, Derbyshire, and East Coast and Sheffield District Railway Companies, and also with the Isle of Axholme and Tickhill Light Railway Companies, and other Powers; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made in the present month of November, 1900, to the Light Railway Commissioners for Sir George Reresby Sitwell, Bart., of Renishaw Hall, near Chesterfield, in the county of Derby, Septimus Henry Ward, of Shirle Hill, Sheffield, gentleman, Robert Abbott Hadfield, of Parkhead House, Sheffield, gentleman, and Thomas James Firth, of Stainton Woodhouse, near Rotherham, gentleman (hereinafter called "the Promoters") for an Order for the following purposes, or some of them, that is to say:—

To authorise the Promoters to make and maintain a Railway in the West Riding of the county of York, to be worked and maintained as a light railway, with all necessary and proper stations, approaches, works, buildings, sidings, and conveniences connected therewith respectively, that is to say:—

Railway No. 1.—Commencing in the parish of Tinsley, in the West Riding of the county of York, by a junction with the Sheffield District Railway at a point thereon about 3 chains, measuring along the said railway south-east of the centre of the bridge carrying the occupation road leading to Park House over the said railway, and passing thence through and along or near to the villages or places of Brinsworth and Canklow, and terminating in the parish of Whiston by a junction with the intended Railway No. 3, at a point in Canklow Wood about 10 chains, measuring in an easterly direction from the south-eastern end of the row of cottages belonging to Messrs. John Brown and Co., Ltd. in Canklow-lane, and also about 3 chains, measuring in a north-easterly direction from the Ordnance Bench Mark in Canklow-lane aforesaid, cut on the wall there, and which said Bench Mark is situate about 10 chains from the south-eastern end of the cottages in Canklow-lane above referred to.

Railway No. 2.—Commencing in the parish of Brinsworth, in the borough of Rotherham, in the field numbered 62 on the 25-inch scale Ordnance map, 1897 edition, at a point adjoining the wall of the Sheffield-road, about 1½ chains, measuring along the said wall in a south-westerly direction, from the centre of the bridge carrying the Rotherham Main Colliery Branch of the Great Central Railway over the said road, and passing

thence through the parishes of Brinsworth, Rotherham, and Whiston, and terminating in the parish of Whiston by a junction with the intended Railway No. 1 at or near its termination as before described.

Railway No. 3.—Commencing in the parish of Whiston by a junction with the intended Railway No. 1 at or near its termination as before described, and passing thence through and along or near to the villages, parishes and places of Whiston, Wickersley, Bramley, Brampton-en-le-Morthen, Laughton-en-le-Morthen, Hooton Levitt, Maltby, Stainton and Tickhill, and terminating in the parish of Tickhill in the field numbered 628 on the 25-inch scale Ordnance map, 1893 edition at a point about 5 chains, measuring in a south-westerly direction, from the north-eastern corner of the said field, and about 8 chains, measuring in a north-westerly direction, from the south-eastern corner of the said field.

Which said intended railways and works will be constructed within the following parishes or places or some them, viz.: Tinsley, Brinsworth, Rotherham, Whiston, Wickersley, Bramley, Brampton-en-le-Morthen, Laughton-en-le-Morthen, Hooton Levitt, Maltby, Stainton, and Tickhill, all in the West Riding of the county of York.

Any objection to the application must be made in writing to the Light Railway Commissioners, and addressed to the Secretary of the Light Railway Commission, 54, Parliament-Street, London, S.W., and copies of such objections should at the same time be sent to the undermentioned Parliamentary Agents and Solicitor for the Promoters.

Dated this 9th day of November, 1900.

H. A. SANDERS, Chesterfield, Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents for the Promoters.

In Parliament.—Session 1901.

Cambrian Railways.

(New Railway at Pwllheli; fixed in lieu of opening Bridge over River Dovey; Agreements with Corporation of Pwllheli; Confirmation of excess payments by Company to Mid-Wales Railway; Extension of Powers as to use of Steam Vessels; Power to erect Houses, &c., for Officers and Servants; Application of Money authorized to be raised by Cambrian Railways Act, 1896, to purposes of intended Act; Amendment of Acts, &c.)

NOTICE is hereby given that the Cambrian Railways Company (hereinafter called the Company) intend to apply to Parliament in the next Session for an Act for all or some of the following purposes, that is to say:—

To authorize the Company to make and maintain the railway and new or substituted bridge hereinafter described with all necessary roads, ways, approaches, stations, sidings, buildings, works and conveniences connected therewith, that is to say:—

A railway wholly in the county of Carnarvon commencing in the parish of Denio at a point on the Cambrian Railways, opposite to the west end of the Cambrian Railways carriage shed at Pwllheli and terminating in the said parish of Denio at a point 27 yards or thereabouts, measured in a southerly direction from the junction of New-street, in the borough of Pwllheli, with Embankment-road.

A fixed bridge across the River Dovey in substitution for the opening bridge authorized by the Aberystwyth and Welsh Coast Railway (General) Act, 1865, and to repeal

section 9 of that Act, having reference to the construction of such bridge as an opening bridge. The said fixed bridge will be situate in the parish of Isygarreg, in the county of Montgomery, and the parish of Towyn, in the county of Merioneth.

To deviate laterally or vertically from the lines and levels shown on the deposited plans and sections in constructing the said railway and works to such extent as may be authorized or prescribed by the intended Act, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To purchase and take by compulsion or agreement lands, houses, hereditaments, and other property for the purposes of the intended railway and works, and to acquire and take easements or other rights or interests in, over, or affecting lands, houses, tenements, hereditaments, and other property, and notwithstanding the ninety-second section of the Lands Clauses Consolidation Act, 1845, to enable the Company to purchase and take part only of or any easement under any house, building, manufactory or premises without being required to purchase the whole or any greater part thereof than may be necessary for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property or such parts thereof as aforesaid.

To authorize the Company to cross, divert, alter, or stop up, permanently or temporarily, all roads, highways, streets, footpaths, pipes, sewers, rivers, streams, watercourses, reservoirs, bridges, railways, and telegraphic and telephonic apparatus as it may be necessary to interfere with in constructing, working or maintaining the intended railway and works.

To authorize the Company to levy tolls, rates and charges in respect of the intended railway and works, to alter existing tolls, fares, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorize the Company and the Mayor, Aldermen, and Burgesses of the borough of Pwllheli (hereinafter called the Corporation), to enter into agreements as to the construction of the said railway and works, and to authorize the Corporation to contribute towards the cost thereof, and to confirm and give effect to any agreement which may have been already entered into as to the matter aforesaid, and so far as may be necessary to alter and vary or extend the provisions of the Pwllheli Corporation Act, 1897, or any other Act relating to or affecting the Corporation.

To confirm and sanction the payment by the Company to the Mid-Wales Railway Company of any sum or sums of money paid by the Company in excess of the sums payable to that Company under article 20 of the working agreement between the two Companies dated the 29th day of February, 1888.

To confer further powers on the Company with reference to steam vessels, and to authorize the Company to use their steam vessels for excursion or other traffic to or from Aberystwyth, Aberdovey, Towyn, Barmouth, Portmadoc, Pwllheli, and Porthdinlleyn or any of those places, and to demand and recover tolls, rates, and charges for the use of such vessels, and in respect of the conveyance and accommodation of such traffic and other services incidental thereto.

To authorize the Company to apply to the purposes of the intended Act any portion of the sum of six hundred thousand pounds which the Company are authorized to create and issue

under the provisions of the Cambrian Railways Act, 1896, and which may not be required for the purposes mentioned in that Act.

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

To authorize the Company on any lands now belonging to them to erect and maintain dwelling houses for their officers, servants, and workmen, and for such purposes to acquire any further lands by agreement and to apply their funds to those purposes or any of them.

To repeal, alter, amend, or extend all or some of the provisions of the Cambrian Railways Act, 1864, the Cambrian Railways Act, 1883, or any other Act or Acts relating to the Company, and the Mid-Wales Railway Act, 1859, or any other Act or Acts relating to the Mid-Wales Railway Company.

And notice is hereby further given that duplicate plans and sections of the proposed railway and works and an Ordnance Map showing the general course or direction of the said railway with a book of reference to such plans will be deposited for public inspection with the Clerk of the Peace for the county of Carnarvon at his office at Carnarvon, with the Clerk of the Peace for the county of Merioneth at his office at Dolgellay, and with the Clerk of the Peace for the county of Montgomery at his office at Welshpool, and a copy of the said plans, sections, and book of reference will also be deposited with the Town Clerk of the borough of Pwllheli, at his office, and with the Clerks of the Parish Councils of the parishes of Denio, Isygarreg, and Towyn, at their respective residences.

Every such deposit will be made on or before the 30th day of November, 1900, and will be accompanied by a copy of this notice as published in the London Gazette.

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, 1900

Dated this 13th day of November, 1900.

J PARRY - JONES, Cambrian Railways  
Office, Oswestry, Solicitor.

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

In Parliament—Session 1901.

Oakham Water.

(Incorporation of Company; Power to supply Water in certain Parishes in the County of Rutland; Well and Pumping Station; Compulsory Purchase of Lands, Easements, &c.; Agreements with Local Authorities; Rates and Charges; Protection of Water and Imposition of Penalties; Incorporation of Acts; Sundry Incidental Provisions.)

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 purposes following, or some of them (that is to say):—

1. To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to construct waterworks, and to supply water within the parishes or places of Ashwell, Barleythorpe, Braunston, Brooke, Burley, Figleton, Gunthorpe, Hambleton, Langham, Manton, Martinthorpe, and Oakham, all in the county of Rutland, or in some of those places.

2. To empower the Company to make and

maintain the waterworks and other works hereinafter mentioned (that is to say) :—

Work No. 1. A well in the parish of Braunston and rural district of Oakham, in the county of Rutland, in the property numbered 212 on the ordnance map (scale  $\frac{1}{2500}$ ), edition 1886.

Work No. 2. An adit or line of pipes, wholly in the parish of Braunston aforesaid, commencing at Work No. 1, and proceeding in a south-westerly and southerly direction, and crossing the road from Braunston to Brooke Priory and Brooke, and terminating in the property numbered 237 on the aforesaid ordnance map, by a junction with Works Nos. 3, 4, and 5, at a point 2 chains or thereabouts south of the road leading to Braunston and Brooke, and 3 chains or thereabouts, measured in a south-easterly direction from the north-west corner of the said property.

Work No. 3. An adit or line of pipes wholly in the said parish of Braunston, commencing at a point on the western boundary of the property numbered 237 on the before-mentioned ordnance map, 1 chain or thereabouts south of the road leading from Braunston to Brooke, and terminating in the said junction with Works Nos. 2 and 4, at the terminations thereof, and at the commencement of Work No. 5.

Work No. 4. An adit or line of pipes, wholly in the said parish of Braunston, commencing in the north-eastern corner of property numbered 237 on the aforesaid ordnance map, and terminating in the said junction with Works Nos. 2 and 3, at the terminations thereof, and at the commencement of Work No. 5.

Work No. 5. An aqueduct, conduit, or line of pipes, wholly in the parish of Braunston aforesaid, commencing at the said junction of Works Nos. 2, 3, and 4, and proceeding in a south-easterly direction through the said property numbered 237, and the adjacent properties, numbered 238 and 239 on the aforesaid ordnance map, and terminating at a point 4 chains or thereabouts north-west of the ordnance bench mark 344.0, on the bridge over the river Gwash by a junction with Work No. 6.

Work No. 6. A pumping station and collecting tanks situate wholly in the said parish of Braunston, in the eastern portion of the property numbered 239 on the aforesaid ordnance map.

Work No. 7. An aqueduct, conduit, or line of pipes (Pipe line No. 1), commencing in the said parish of Braunston by a junction with Work No. 6, at a point 5 chains or thereabouts in a north-westerly direction from the aforesaid bench mark 344.0, and proceeding along the high road from Braunston to Brooke Priory and Brooke, into and through properties numbered 212, 181, 173 on the aforesaid ordnance map, and properties 141 and 140, in the parish of Oakham, on the aforesaid ordnance map, and terminating by a junction with Work No. 8, in the west corner of the said property numbered 140 on the aforesaid ordnance map.

Work No. 8. A reservoir or storage tank, to be situate wholly in the parish of Oakham aforesaid, in the western portion of property numbered 140 on the  $\frac{1}{2500}$  ordnance map, 1st edition, 1884.

Work No. 9. An aqueduct, conduit, or line

of pipes (Pipe line No. 2), wholly in the parish of Oakham aforesaid, commencing at the service reservoir (Work No. 8) and proceeding along the high road from Braunston to Oakham, and terminating in the ditch in the said road at a point 2 chains or thereabouts measured from the north-west corner of the property numbered 140 on the aforesaid ordnance map.

Work No. 10. An aqueduct, conduit, or line or lines of pipes (Pipe line No. 3), commencing at a point 2 chains or thereabouts, measured from the north-west corner of the said property numbered 140 aforesaid, by a junction with Work No. 7, and passing into the high road from Braunston to Oakham, at the west corner of the property numbered 140 on the  $\frac{1}{2500}$  ordnance map, 1st edition, 1884, and proceeding along the high road aforesaid, in the parish of Oakham, and terminating at the junction of West-road and Braunston-road, at a point 50 links or thereabouts to the southward of the southern end of West-end-terrace, in the said parish of Oakham.

3. To authorise the Company to make lateral and vertical deviations from the lines and levels of the intended works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be shown on the said plans and sections or be prescribed by the intended Act.

4. To empower the Company to collect, appropriate, and distribute the waters that may be found in, upon or under any lands for the time being belonging to them, or which they may acquire under the intended Act, or over or in respect of which they may have or acquire easements or other rights.

5. To enable the Company from time to time on any lands from time to time belonging to them, or acquired by them under the powers of the intended Act, to make and maintain all such wells, pumping machinery, tanks, and other works and conveniences as may be necessary or expedient in connection with the waterworks and works or any of them, or for obtaining or distributing water for the purposes of their undertaking.

6. To enable the Company to lay down and maintain mains, pipes, culverts, and other works, and, for the purposes of the intended Act, to cross, open, break up, or interfere with roads, streets, highways, bridges, railways, sewers, drains, pipes, and other works and apparatus within the parishes and places aforesaid, or any of them.

7. To empower the Company from time to time to discharge water from any of the intended works into any river, stream or watercourse, whether within or beyond the limits of supply.

8. To empower the Company to purchase and acquire by compulsion or agreement the lands shown on the deposited plans, and any buildings, houses, springs, waters, rights of water, and hereditaments, easements, interests, or rights in, over, or affecting the same, and to enable the Company to purchase other lands by agreement, and to hold and use the same for the purposes of their undertaking.

9. To enable the Company to take, demand, and recover rates, rents, and charges for the supply of water, and for the sale or hire of water meters, fittings, and apparatus, and to authorise the Company to supply water by meter, and to manufacture and sell meters, fittings, and apparatus, or let meters on hire.

10. To empower the Company to enter into

and fulfil agreements for the supply of water in bulk, or otherwise, without as well as within their limits of supply with any County Council, Corporation, or other Sanitary or Local Authority, or to confirm any such agreement.

11. To make provision for the protection of the works and water supply of the Company, and for preventing frauds and abuses, and for preventing the contamination, waste, misuse, and undue consumption of their water, and for preventing the fouling of any waters from which the Company derive any of their water supply, and for the imposition and recovery of penalties.

12. The Bill will alter, vary, or extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and may incorporate, with or without alteration, the Lands Clauses Acts, the Companies Clauses Acts, 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, and may provide for exempting the Company from obligation to supply under constant pressure except as may be defined by the Bill.

13. Duplicate plans and sections describing the lines, situation, and levels of the intended works and the lands and houses, and other property in or through which they will be made, 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, 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 Rutland, at his office at Oakham.

A copy of so much of the said plans, sections and books of reference as relates to each of the several areas hereinafter described, in which the intended works are to be made, or in which any lands to be taken are situate, will be deposited, together with a copy of this Notice, at the places respectively stated, as follows:—

So far as relates to any parish having a Parish Council, with the Clerk of the Parish Council, or if there be no Clerk, with the Chairman of that Council;

So far as relates to any parish comprised in a rural district and not having a Parish Council, with the Clerk of the District Council of such rural district, at his office.

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 15th day of November, 1900.

BIRCHAM and Co., 46, Parliament-street,  
Westminster, S.W., Solicitors and  
Parliamentary Agents.

Light Railway Commissioners—November, 1900.

Mitcham Light Railways.

NOTICE is hereby given that application is intended to be made in the month of November, 1900, to the Light Railway Commissioners, by the Rural District Council of the Rural District of Croydon, in the County of Surrey, whose address is the District Council Offices, Town Hall, Croydon (hereinafter called

“the Council”), for an Order under the Light Railways Act, 1896, authorising Light Railways wholly in the Parish of Mitcham, in the Rural District of Croydon, in the County of Surrey.

The following is a general description of the proposed railways and of their termini:—

Railway No. 1—Commencing in London-road, Mitcham, at the boundary with the parish of Tooting Graveney, thence proceeding in a southerly direction along London-road, Figg's-marsh, and terminating at a junction with the road known as Upper-green, at Upper Mitcham.

Railway No. 2—Commencing in London-road, Mitcham, by a junction with Railway No. 1 at the junction with the road known as Upper-green, near the Jubilee Clock, thence proceeding in a southerly direction along London-road to a point 56 links south of the junction of the Causeway and London-road.

Railway No. 3, commencing in London-road, Mitcham, by a junction with the southern extremity of Railway No. 1, and proceeding along Upper-green and Commonside West over Blue House railway bridge along the Croydon and Mitcham-road, and terminating at the Croydon borough boundary near the Jolly Gardeners public house.

Which said railways will be wholly in the parish of Mitcham, in the rural district of Croydon, in the county of Surrey.

The proposed railways are intended to be constructed along the streets or roads above mentioned, and for the purposes of the construction of the said railways the Council do not seek to acquire any lands or any rights or interests in such streets or roads other than a right or easement in perpetuity for breaking up the surface of and utilising such streets and roads, and constructing, maintaining, working, and using the railways and works connected therewith.

The railway will be constructed on a gauge of 4 feet 8½ inches. The motive power proposed to be used on the railway is animal, electrical, or any mechanical power. Plans and sections of the proposed works, plans of the lands proposed to be taken, and a book of reference to the plans, will be deposited, on or before the 30th November instant, at the Council Offices, Town Hall, Croydon, and at the Vestry Hall, Mitcham, and may be seen at all reasonable hours, and copies of the draft Order will be deposited, on or before the same day, at the same offices, and at the offices of the undersigned, Messrs. Baker, Lees, and Co., 54, Parliament-street, Westminster, S.W., where they can be obtained on payment of one shilling per copy.

Any objections to the application should be made in writing to the Light Railway Commissioners, and be written on foolscap paper, on one side only, and should be addressed and sent to the Secretary, Light Railway Commissioners, 54, Parliament-street, London, S.W., as soon after the 30th November instant as possible, and at the same time a copy of such objections must be sent to the Council, or to the said Messrs. Baker, Lees, and Co.

Dated this 12th day of November, 1900.

JAMES WILSON, Clerk to the District Council, Vestry Hall, Mitcham, and District Council Offices, Town Hall, Croydon.

BAKER, LEES, and Co., 54, Parliament-street, Westminster, S.W., Parliamentary Agents.



In Parliament.—Session 1901.

Thames Lightermen.

(Altering Section 66 of Watermen's and Lightermen's Amendment Act, 1859; Removing Restrictions on Employment of Lightermen.)

**N**OTICE 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 (that is to say) :—

To alter and amend section 66 of the Watermen's and Lightermen's Amendment Act, 1859, in order to legalize the working and navigating of barges, lighters, boats, or other like craft on the tidal portion of the River Thames and the docks, canals, creeks, and harbours thereof by persons not being licensed watermen or apprentices qualified as in that Act provided.

To authorize and permit the employment of any competent men to work or navigate barges, lighters, boats, and other like craft for the carrying of goods, wares, or merchandise upon any part of the River Thames below Teddington Lock.

To make all such repeals, alterations, and amendments of the said Act of 1859, and of the Thames Watermen's and Lightermen's Act, 1893 (56 and 57 Vict., cap. lxxxix), and of the Thames Conservancy Act, 1894 (57 and 58 Vic., cap. clxxxvii), as may be necessary to give effect to the objects of the Bill.

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 13th day of November, 1900.

CATTARNS and DE VESIAN, 10½, Leadenhall-street, E.C., Solicitors.

DYSON and Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1901.

London Water (Purchase of Companies).

(Transfer of Undertakings of Metropolitan Water Companies to London County Council or Purchase of Undertakings by Agreement or otherwise than by Agreement on Arbitration Terms; Appointment and procedure of Arbitrator or Arbitrators; Method of Arbitration, and of ascertaining Purchase-money; Powers of Arbitrator or Arbitrators; Settlement of Terms of Transfer; Dissolution and Winding-up of Water Companies; Dissolution of Staines Reservoirs Joint Committee; Entry upon Undertakings; Execution of Works; Connection of several systems; Opening Streets; Laying Mains, &c.; Management and Administration of Water Supply; Appointment and Powers of Water Committee and Sub-Committees; Representation of Corporation of the City of London and other bodies on Committee; Transfer of parts of Waterworks purchased to County Councils or Local Authorities; Supply in bulk; Management of Water Supply in Extra-Metropolitan District; Confirmation of Agreements; Power to Extra-Metropolitan County Councils to promote Bills; Application of "Sinking Funds"; Conversion Redemption or Extinction of Debentures and Debenture Stock, &c.; General and incidental Provisions; Creation of Stock or Annuities; Costs and Expenses; Charge on Water Rates and County Rate; Amendment of Acts.)

**T**HE London County Council (in this Notice called "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes of some

No. 27249.

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of the purposes hereinafter mentioned namely :—

To transfer to and vest in the London County Council the Undertakings of the Companies supplying Water for domestic and other purposes within the Administrative County of London and the neighbourhood thereof, viz. :—

The Governor and Company of the New River brought from Chadwell and Amwell to London (hereinafter called "The New River Company");

The East London Waterworks Company (hereinafter called "The East London Company");

The Southwark and Vauxhall Water Company (hereinafter called "The Southwark Company");

The Company of Proprietors of the West Middlesex Waterworks (hereinafter called "The West Middlesex Company");

The Company of Proprietors of Lambeth Waterworks (hereinafter called "the Lambeth Company");

The Governor and Company of Chelsea Waterworks (hereinafter called "The Chelsea Company");

The Grand Junction Waterworks Company (hereinafter called "The Grand Junction Company");

The Company of Proprietors of the Kent Waterworks (hereinafter called "The Kent Company");

And also of the Staines Reservoirs Joint Committee established under "The Staines Reservoirs, &c. Act 1896."

which Companies and Joint Committee are hereafter referred to as "the Water Companies";

To define the Undertaking of each Water Company for the purposes of the Bill as including their Waterworks and Works connected therewith and all property real and personal money securities and effects and all rights powers authorities and privileges of the Company of whatever nature and description or some part or parts thereof.

To fix and define a date as and from which the Undertaking of each of the Water Companies shall be transferred to and vested in the Council and a date as from which in each case the purchase-money of the Undertaking or the consideration for the transfer shall be calculated and ascertained.

To empower each of the Water Companies on the one hand and the Council on the other hand to enter into and carry into effect any agreement for the sale and transfer to the Council of the Undertaking of such Company or any part thereof for such consideration and on such terms and conditions as may be agreed between the Company and the Council.

To confer powers or make provisions for the compulsory purchase and acquisition of the Undertakings of the Water Companies or any of them by the Council and for the transfer and vesting of the Undertakings to and in the Council as and from such date and on and subject to such terms and conditions and in such manner as may be determined by an Arbitrator or Arbitrators or defined by the Bill.

To nominate or provide for the appointment of an Arbitrator or Arbitrators to settle and determine the amount of the consideration for and the terms and conditions of the transfer of the Undertakings of the several Companies otherwise than by agreement. To authorise the Arbitrator or Arbitrators to settle and determine any incidental questions arising between the Council and any of the Water Companies

and generally to provide for the powers and procedure of such Arbitrator or Arbitrators. And the Bill may incorporate and make applicable any of the provisions of the Lands Clauses Acts.

To authorise or require the Arbitrator or Arbitrators to have regard to various contentions and matters alleged to affect the value of the Undertaking of each Company in order to ascertain a fair and reasonable value to be placed on such Undertaking having regard to all the circumstances of each case; to define and prescribe the matters and things which the Arbitrator or Arbitrators shall be required to regard and to provide generally as to the powers and procedure of the Arbitrator or Arbitrators in reference to the matters in question.

To provide that the fair and reasonable value of the Undertaking shall in each case be paid without any addition thereto in respect of compulsory sale.

To authorise the Council to provide for the reinvesting in the purchase of Consolidated Stock or otherwise without cost to the Proprietors of Stock or Shares moneys which will become payable to such Proprietors by the Council; or to make or provide for making some allowance in respect of the cost of reinvestment.

To empower the Council to convert by Agreement any Debentures Debenture Stock or Shares or Stock of any of the Water Companies into Consolidated Stock Annuities (Terminable or otherwise) or other security; and to confer on the Council power in default of agreement to redeem and cancel any Debentures Debenture Stock or Preference Stock of the Water Companies whether as a class or separately as from such date and at such price or on such terms as may be defined in the Bill and to take over the Undertakings either subject to or discharged from any Debentures Debenture Stock or other charge or liability.

To confer powers on the Council for the inspection of and entry upon the Works and the examination of the accounts of the Water Companies; and to make various provisions as to the conduct of the Undertakings up to the date when the Council will obtain possession or for such time as may be defined; as to the officers and servants of the Companies; the disposal and method of paying over any consideration money to be paid or Stock to be issued to the Companies or the Shareholders; the transfer of books deeds and documents; the payment of debts; the continuance of actions; compensation to officers and servants; the adoption or otherwise of contracts and agreements of the Companies; and other general and incidental matters.

To authorise and provide for the method of entering into possession of the Undertakings of the Water Companies before the ascertainment of the consideration money and as to the terms and conditions on and subject to which possession may be taken.

To provide for the dissolution of the Water Companies or any of them and for the winding up of their affairs.

To provide for the dissolution of the Joint Committee constituted under "The Staines Reservoirs &c. Act 1896" and the transfer to the Council of any lands and Works belonging to that Committee together with any Debenture Stock or other liabilities and all property rights and powers of that Committee; and if necessary to provide that for the purpose of any purchase or transfer the lands Works property rights powers and liabilities of such Committee

shall be deemed to form part of the respective Undertakings of the New River Grand Junction and West Middlesex Water Companies in such manner as if not agreed between the parties interested shall be determined by the Arbitrator or Arbitrators.

To confer on the Council further powers with respect to the execution of Works, the combination of the systems of the several Water Companies, the laying of mains and pipes, the opening up of streets, and the utilisation of Water derived from the Undertakings acquired.

To make provisions with respect to the sale to County or Local Authorities having districts outside the County of London of such portion of the Waterworks purchased from the Companies as may be provided for in the intended Act and to make provisions with respect to the sale and supply of water in bulk to such County and other Authorities.

To confirm and give effect to any contract or Agreement between the Council and any other County Council or Local Authority or between the Council and the Corporation of the City of London with respect to any of the matters aforesaid.

To confer on the Extra-Metropolitan Councils or such of them as may require such power authority to promote any Bill in Parliament for such powers as may be necessary to enable them to carry into effect any of the purposes of the intended Act.

To make provisions whether transitory or permanent as to the management and administration of the supply of Water within the limits or any part of the limits within which the Water Companies have powers of supply; to provide for such management and administration by the London County Council or by a Water Committee and to limit and define the functions and powers of the Council and of the Water Committee respectively.

The Bill may authorise and provide for the admission on such Committee of representatives of the City of London and other Bodies and of persons not being Members of the Council.

To authorise the appointment of Sub-Committees for any purposes of the intended Act.

To provide for applying in aid of the intended purchase the Sinking Funds held by the Chamberlain of the City of London under Acts relating to the Water Companies.

To enable the Council from time to time to raise money by the creation and issue of Consolidated Stock or Annuities (terminable or otherwise) to such amount as may be necessary for the purposes of the intended Act or to use for those purposes or any of them money standing to the credit of the Consolidated Loans Fund and to make provisions as to the redemption of such Stock or repayment of loans and the payment of interest or dividend thereon and payment of annuities out of the Water Rates and Charges and Revenue derived from the Water Undertaking by the Council or out of the Consolidated Loans Fund and County Rate and to include in their estimates and precepts for the purpose of the County Rate such sums (if any) as may be requisite for those purposes.

To provide that all costs and expenses of the Council in the execution of the powers of the intended Act (except so far as they may be otherwise provided for) shall be defrayed as payments for general County purposes within the meaning of "The Local Government Act 1888" and that the costs charges and expenses of the Council preliminary to and of and incidental to the preparing applying for obtaining and passing the



intended Act shall be paid by the Council in like manner.

To provide for the keeping of separate accounts by the Council or the Water Committee in relation to expenditure and revenue in connection with the Water Undertaking and for the charging of any deficiency in revenue upon the County Rate and the collection thereof.

The Bill will or may vary and extinguish all powers rights authorities and privileges inconsistent with or which would interfere with the carrying into effect any of the objects and purposes of the Bill and will confer other powers rights authorities and privileges.

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 following Acts viz. :—

“The Chelsea Waterworks Act 1852” ;  
 “The East London Waterworks Act 1853” ;  
 51 Geo. III. cap. 169 and “The Grand Junction Waterworks Act 1852” ;  
 “The Kent Waterworks Act 1809” ;  
 “The Lambeth Waterworks Act 1848” ;  
 13 Elizabeth cap. 18 and “The New River Company’s Act 1852” ;  
 The Southwark and Vauxhall Water Act 1852” ;  
 “The West Middlesex Waterworks Act 1806” ;  
 “The Staines Reservoirs &c. Acts 1896 and 1898” ;  
 “The Metropolitan Water Act 1899”

and any other Act or Acts relating to the Water Companies or any other or either of them.

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

Dated this 15th day of November 1900.

G. L. GOMME, Clerk of the London County Council, Spring Gardens Charing-cross, S.W.

DYSON and Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Metropolitan Water Companies (Amendment of Acts).

(Continuance of Existing Statutory Provisions Protecting the Public against certain Claims of Metropolitan Water Companies in event of their Undertakings being purchased on behalf of the Public; Amendment of Acts.)

**N**OTICE is Hereby Given that the London County Council (hereinafter referred to as “the Council”) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes or some of the purposes hereinafter mentioned viz. :—

To extend the provisions with respect to the purchase of the Metropolitan Water Companies by a Public Body or Trustees which have been made in recent Acts of Parliament by which new concessions or powers have been granted to the said Companies.

To extend or continue the operation of the following enactments viz. :—

Section 84 (Provision in case of future purchase of Undertaking) of “The Staines Reservoirs &c. Act 1896” ;

Section 23 (Extending Section 84 of Act of 1896) of “The Staines Reservoirs Act 1898” ;

Section 47 (Provision in case of future purchase of Undertaking) of “The East London Waterworks Act 1900” ;

Section 41 (Provision in case of future pur-

chase of Undertaking) of “The Lambeth Waterworks Act 1900 ;”

in relation of the several Companies referred to in the said Enactments respectively.

To extend the period during which (in the event of a Purchase by a Public Authority) the several companies named in the said Acts are prevented from claiming compensation against the purchasing Body in respect of advantages conferred on them by or resulting from the passing of the said Acts respectively.

To extend the period defined in Section 3 (Provision in case of future purchase of Undertaking) of “The Metropolitan Water Act 1899” during which in the event of the Undertaking of any of the Metropolitan Water Companies being purchased nothing in that Act is to authorise the Company to bring into account or to make any claim in respect of any advantages conferred on them by or resulting from the passing of that Act.

To define the period for which the said enactments shall be extended.

The “Metropolitan Water Companies” in this notice means and includes

The Governor and Company of the New River brought from Chadwell and Amwell to London ;  
 The East London Waterworks Company ;  
 The Southwark and Vauxhall Water Company ;  
 The Company of Proprietors of the West Middlesex Waterworks ;  
 The Company and Proprietors of Lambeth Waterworks ;  
 The Governor and Company of Chelsea Waterworks ;  
 The Grand Junction Waterworks Company ;  
 The Company of Proprietors of the Kent Waterworks ;

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

Dated this 19th day of November One thousand nine hundred.

G. L. GOMME, Spring Gardens, Charing Cross, S.W., Clerk of the London County Council.

DYSON and Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Thames Piers and River Service.

(Transfer to London County Council of Piers Landing-places &c. on the Thames in the County of London; Agreements with the Conservators of River Thames and other owners of piers and landing-places; New Piers and Landing-places; Alteration improvement or removal of existing Piers and Landing-places; Approaches; Provision of Boats for passenger and parcel service; Tolls Fares and Charges; Arrangements with Corporation of the City of London; Contribution of Funds by and joint management with the Corporation; General Powers of Regulation and Management; Regulation of Piers and Landing-places and Vessels; By-laws and Penalties; Officers and Servants; Financial Provisions; Raising of Money by the creation of Stock; Accounts, &c.)

**T**HE London County Council (in this Notice called “the Council”) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes hereinafter mentioned, viz. :

To empower the Council on the one hand and the Conservators of the River Thames (in this Notice called “the Conservators”) on the other

hand to enter into and carry into effect any Agreement or Agreements for transferring to the Council the Piers Landing-places and other Works on the River Thames within the boundary of the County of London or between the eastern end of Chiswick Eyot in the Parish of Hammer-smith on the one hand and the eastern extremity of the artillery practice ground in the Parish of Plumstead being the eastern boundary of that Parish on the other hand, together with all or some of the rights powers and privileges of the Conservators with respect to the levying of Tolls Rates and Charges and otherwise; or to enable the Conservators to grant and the Council to accept such estate or interest in such Piers Landing Places and other Works and such rights and privileges of the Conservators as may be agreed upon.

To enable the Council on the one hand and the Owners of and persons interested in any Piers Landing-places and other works on the River Thames within the limits aforesaid on the other hand to enter into and carry into effect Agreements for the transfer to the Council of such Piers Landing-places and works respectively or any of them together with any lands and property belonging thereto or occupied therewith respectively and all or any rights and privileges exercisable thereat.

To authorise and empower the Council to construct at any place on the River Thames between the points aforesaid any new Piers Landing Places Stages and other Works which they may consider it expedient to construct with a view to the improvement of the traffic and Boat Service on the River Thames.

To empower the Council by Agreement with the Conservators to alter improve remove or discontinue any of the existing Piers and Landing Places of the Conservators.

To empower the Council to improve existing approaches and to make new approaches to any Piers and Landing Places.

To confer upon the Council whether by transfer from the Conservators or by the grant of new powers authority to control manage and regulate such Piers and Landing Places and the approaches thereto and to provide moorings buoys and other necessary appliances.

To authorise and provide for the levy of Tolls upon vessels calling at any such Piers or Landing Places or using any Stages moorings or appliances provided under the powers of the intended Act.

To empower the Council to contract for, provide, or cause to be constructed, or to purchase or hire Boats suitable for the conveyance of passenger and parcel traffic and to maintain and run a service of Boats and to charge such fares and rates in respect of passengers and parcels conveyed by such Boats as may be from time to time fixed by the Council or as may be prescribed in the intended Act.

To empower the Mayor Commonalty and Citizens of the City of London (hereinafter called "the City Corporation") or the Committee of the Corporation for letting the Bridge House Estates (commonly called "the Bridge House Estates Committee") to subscribe or contribute towards the outlay involved in the provision improvement and maintenance of such Piers Landing Places Stages Approaches and other Works and the provision of Boats and the cost of maintaining and running such service or any expenditure for the purposes of the intended Act.

And the Bill may provide for the exercise of the powers of the intended Act or any of them by a Joint Committee consisting of members appointed

by the Council and the City Corporation respectively and for the transfer to and exercise by such Committee of all or any of the powers proposed to be conferred by the intended Act.

To authorise and provide for the making and enforcement by the Council of by-laws for the regulation and management of any Piers or Landing Places transferred to the Council, and approaches thereto and moorings buoys and other works authorised by the intended Act, and for the prevention obstruction or injury to vessels resorting to such piers or landing places, and for the government good order and regulation of the Boats and persons thereon and to provide for enforcing such by-laws by penalties and otherwise.

To confer upon the Council necessary powers with respect to mooring chains at or in connection with the Piers and Landing Places and Stages.

To provide for the appointment and employment of officers and servants and as to making provisions with respect to any existing officers and servants employed in and about any Piers and Landing Stages to be transferred to the Council.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act.

To provide that all costs and expenses of the Council in the execution of the powers of the intended Act (except so far as they may be otherwise provided for) shall be defrayed as payments for general or special County purposes within the meaning of "The Local Government Act 1888" as may be defined in the intended Act.

To make provisions as to the application of any Receipts or Revenue arising from or in respect of the said Piers Landing Places and Boats and otherwise under the intended Act and the method of keeping accounts with reference thereto.

To enable the Council from time to time (in accordance with the provisions of the Acts regulating the raising of money for capital purposes by the Council) to raise money by the creation and issue of Consolidated Stock to such amount as may be necessary for the purposes of the intended Act or to resort to the Consolidated Loans Fund, and to make provisions as to the redemption of such stock or repayment of Loans and the payment of Interest or Dividend thereon out of the moneys arising from tolls rates and other receipts of the undertaking or out of the Consolidated Loans Fund and County Rate and to include in their estimates and precepts for the purpose of the County Rate such sums (if any) as may be requisite for these purposes.

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

Dated this 15th day of November 1900.

G. L. GOMME, Clerk of the Council,  
County Hall, Spring-gardens, S.W.  
DRSON and Co., 9, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1901.

London County Council.  
(Spitalfields Market).

(Acquisition of Spitalfields-market; Market rights and tolls; Powers incidental to such acquisition; Working and Management of that Market by London County Council; Bye-laws; Penalties, &c.; Rents, Rates,

Tolls, Stallages, &c.; Leasing; Agreements between the Council and the owners and lessee of the Market; Financial provisions; Miscellaneous and Incidental powers; Amendment of Acts).

**T**HE London County Council (in this notice called "the Council") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the purposes or some of the purposes hereinafter mentioned, namely:—

To enable the Council to purchase and acquire by compulsion or agreement the market known as Spitalfields-market and the lands forming the site thereof and lands adjoining thereto in the Parish of Christchurch, Spitalfields, and County of London, together with all franchises, rights to levy tolls, stallages, and rents, and all market and other rights which are or may be exercised or exercisable in connexion with the said market. Or to provide for transferring to and vesting in the Council such market, lands, franchises, tolls, stallages, and rights, on such terms and conditions as may be agreed upon, or as may be fixed by arbitration or prescribed in the intended Act.

The lands intended to be acquired are bounded on the east by Commercial-street, on the north by Lamb-street, on the west by Crispin-street, and on the south by Brushfield-street.

To authorise and provide for the working, management and regulation of the said market and the exercise of the said rights by the Council or otherwise as may be prescribed in the intended Act, the making of by-laws for the regulation of the market, and the enforcement thereof by penalties or otherwise.

To empower the Council to levy and collect rents, rates, tolls, stallages, dues and charges in or in respect of the said market and the market houses, buildings and other works and conveniences to be purchased by, transferred to or vested in them under the powers of the intended Act, and to alter existing rents, rates, tolls, stallages, dues and charges, and to confer, vary or extinguish exemptions from the payment of rents, rates, tolls, stallages, dues and charges.

To authorise the Council from time to time to let on lease or otherwise for any periods the said market, or any stall, standing, site, or other convenience connected therewith, and the whole or any part of the rents, rates, tolls, stallages, dues and charges to be payable or receivable in respect of the said market.

To confirm or give effect to any agreements with relation to the market or the acquisition of any estate or rights therein which may be made between the Council on the one hand and the owners or lessee of the market or other persons interested therein on the other hand.

To provide that all costs and expenses of the Council in the execution of the powers of the intended Act (except so far as they may be otherwise provided for) shall be defrayed as payments for general county purposes within the meaning of "The Local Government Act, 1888."

To enable the Council from time to time (in accordance with the provisions of the Acts regulating the raising of money for capital purposes by the Council) to raise money by the creation and issue of stock to such amount as may be necessary for the purposes of the intended Act, or to resort to the consolidated loans fund, and to make provisions as to the redemption of such stock or repayment of loans and the payment of interest or dividend thereon out of the consolidated loans fund and county rate, and to include in their estimates and

precepts for the purpose of the county rate such sums as may be requisite for those purposes.

To make provision as to the application of any receipts or revenue arising from or in respect of the Spitalfields-market and the method of keeping accounts with reference thereto.

To incorporate and apply to the purposes of the intended Act, with modifications and variations, the provisions of the Lands Clauses Acts and the Markets and Fairs Clauses Act, 1847.

To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer various rights and privileges, savings and exemptions.

To alter and amend so far as may be necessary for the purposes aforesaid the Metropolis Management Acts 1855 to 1893 and any other Acts relating to the Council and the local management of the metropolis and any Act or Charter relating to or affecting Spitalfields-market.

Duplicate plans describing the lauds which may be taken under the powers of the intended Act together with a Book of Reference to such plans and a copy of this Notice will on or before the thirtieth day of November instant be deposited for public inspection with the Clerk of the Peace for the County of London, at his office at the Sessions House, Clerkenwell-green; and on or before the same day a copy of the said plans and Books of Reference together with a copy of this Notice will be deposited with the Town Clerk of the Metropolitan Borough of Stepney, at his office at the Town Hall, White Horse-street, Commercial-road, 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 10th day of November, 1900.

G. L. GOMME, Clerk of the Council, County Hall, Spring-gardens, S.W.;  
Dyson & Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1901.

Foots Cray (Kent) Electric Lighting.

(Power for the Bromley Rural District Council acting as the Local Authority to Produce, Store, and Supply Electricity within the contributory place of Foots Cray, Kent; and within that portion of the Urban District of Chislehurst known as the Lower Borough Ward, described in Clause 1 hereunder written, to Acquire and Appropriate Land and to Construct Works; to Break up or Interfere with Streets, and to Lay Down or Erect Mains, Pipes, Wires, and Apparatus; to Demand and Levy Rates and Charges; Enter into Houses and Buildings; Contracts and Transfer of Undertaking; Borrowing of Money; and other powers)

**N**OTICE is hereby given that the Rural District Council of Bromley, in the county of Kent (hereinafter called "the Council"), and whose address is 96, High-street, Bromley, Kent, intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts 1882 to 1890, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to produce, store, supply and distribute electricity for public and private purposes as defined by the said Acts within the contributory place of Foots Cray and that portion of the urban district of Chislehurst adjacent thereto, bounded by a straight line

drawn from the point where the north-eastern corner of the property known as Ashen-grove cuts the Foots Cray boundary to Beaverswood Farm on the Chislehurst-road coinciding with the boundary between these points of the Chislehurst Electric Lighting Company, Limited, thence by a straight line from the said Beaverswood Farm to the western extremity of Little Wood, thence along the boundary of the Chislehurst urban district to the St. Mary Cray-road, where it joins the boundary of the detached portion of Foots Cray, thence along the bed of the River Cray to Foots Cray Bridge, the said contributory place of Foots Cray together with the said portion of the urban district of Chislehurst being hereinafter referred to as "the area of supply."

2. To enable the Council to acquire, take or lease, and holds lands or interest or easements in or over lands, or to appropriate for the purposes of the Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, and appliances for generating, producing, storing, supplying, and distributing electricity, or for other the purposes of the Undertaking, and to enable the Council to sell or dispose of any lands not required for the purposes of the undertaking.

3. To enable the Council to lay electric lines within two years in the following streets and public places:—

Within the Contributory Place of Foots Cray.

The Crescent, Main-road (from Crescent-road to Station-road), High-street, Selborne-road, St. John's-road (from Granville-road to Lansdown-road), Highview-road, Lansdown-road (from Highview-road to Shoreham House), Granville-road (from Highview-road to Hadlow-road), Hadlow-road, Hatherley-road, Station-road, Manor-road, Crescent-road (part of, at right angles to Station-road), Victoria-road, Priestlands-road (from Crescent-road to Kynnersley).

Within the Lower Borough Ward of the Urban District of Chislehurst.

Elm-road, Carlton-road, Park-road Chislehurst-road (from Park-road to Christ Church) Sidcup Hill (down to Knoll-road).

4. To authorise the Council to open, break up, and interfere with all streets, roads, and public places, ways, footpaths, culverts, sewers, and gas and water mains, and pipes, and telegraph and telephone wires, within the area of supply, or to lay down, erect, maintain, renew, and remove either above or under ground or otherwise, mains; pipes, tubes, wires, posts, distributing boxes, apparatus, or other works or things required for the purpose of enabling the Council to supply, produce, store, convey, transmit, or distribute electricity within the area of supply, and to confer all such other powers upon the Council as may be necessary for effecting the objects of the proposed undertaking; including in the above the following private streets within the said area of supply (that is to say):—

Kemnal-avenue, Park Hill-road, Park-crescent, Longlands Park-road, Woodside-road, Priestlands-crescent, Priestlands Park-road, Northcote-road, Clifton-road, Cambridge-road, Stafford-road, Alder-road, Sydney-road, Priestlands-road, Crescent-road, Manor-crescent, Sandhurst-road, Victoria-road, Hamilton-road, Stanhope-road, Lansdown-road, St. John's-road, The Drive, Craybrook-road, Selborne-road, Knoll-road, Church-avenue, Froggnal-avenue, Watery-

lane, Foots Cray-lane, Back-lane, Church-lane.

5. To authorise the Council to manufacture, purchase, hire, sell, instal, and let lamps, accumulators, meters, wires, fittings, plant, machinery, and other matters or things required for the purpose of the Order, and to acquire, work, and use patent rights for the producing; controlling, distributing, and measuring, or otherwise relating to the supply of electricity.

6. To authorise the Council to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, wires, fittings, or apparatus connected therewith.

7. To authorise the Council to enter into contracts with companies or persons for the execution and maintenance of work, and for supply of electricity, and to relieve the Council from the consequences of any Acts or defaults of any such contractors, and to empower the Council to sell, lease, or transfer to any local authority or public body any companies or persons all or some of the rights, powers, privileges, and obligations, intended to be conferred or imposed by the Order, and to empower the Council to lease their electric lighting undertaking, or any part thereof, for such terms at such rent and upon such conditions as may be agreed upon.

8. To confer upon the Council all or some of the powers of the Electric Lighting Acts 1882 to 1890, and the enactments incorporated therewith and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

9. To empower the Council to borrow money for all or any purposes of the Order, and to charge the moneys so borrowed, and interest, upon the rate or rates out of which special expenses incurred in respect of the said contributory place of Foots Cray are payable under the Public Health Act, 1875, and to provide for the disposal or application of the revenue arising from the undertaking.

10. To incorporate with the Order Sections 264 and 265 of the Public Health Act, 1875 (relating to actions against local authorities, their officers and servants, and their protection from personal liability), and to extend those sections to matters arising under the Order.

11. For all or some of the above purposes, and for the purposes of the undertaking generally, to incorporate with the Order the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899 (with the exceptions of Sections 83 and 84 of that Schedule).

And notice is hereby given that the draft of the order will be deposited at the office of the Board of Trade on or before the 21st day of December, 1900, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the office of the Clerk of the said Council at 96, High-street, Bromley, Kent, aforesaid, or at the office of Mr. A. E. Leonard, Solicitor and Parliamentary Agent, Bank-buildings, Ludgate-circus, London, E.C., and notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection at the office of the Clerk of the Peace for the county of Kent, at the Sessions House, Maidstone, at the office of the Clerk of the Foots Cray Parish Council at "Woodroyd," Lansdown-road, Sidcup, Kent, at

the office of the Clerk to the Chislehurst Urban District Council, Chislehurst, Kent, and at the said office of the Clerk of the said Rural District Council of Bromley, situate at 96, High-street, Bromley, Kent.

And notice is hereby further given, that every local or every other public authority, company, or person, desirous of bringing before the Board of Trade any objection respecting this application, must do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be sent to the said Solicitor or Parliamentary Agent, or to the undersigned.

Dated this 14th day of November, 1900.

ROBERT GORDON MULLER, Clerk to the said Rural District Council.

A. E. LEONARD, Solicitor and Parliamentary Agent for the Order.

Board of Trade.—Session 1901.

Carnarvon and District Electric Lighting, &c.  
(Application for a Provisional Order under the Electric Lighting Acts 1882 and 1888 to authorise Edward Whittred Ilyd Peterson to produce store and supply electricity electrical energy and power for public and private purposes within the borough of Carnarvon and the rural district of Gwyrfaï both in the county of Carnarvon to construct works to break up streets to levy rates and exercise other powers.)

NOTICE is hereby given that application will be made to the Board of Trade on or before the 21st day of December next by Edward Whittred Ilyd Peterson of 56 Lincoln's-Inn-fields in the county of Middlesex Gentleman (hereinafter called "the Promoter") for a Provisional Order under the Electric Lighting Acts 1882 and 1888 for all or some of the following purposes viz. :—

To authorise the Promoter to produce store supply sell and distribute electricity electrical energy and power for all or some of the public and private purposes defined by the said Acts within the limits of the whole of the borough of Carnarvon and the whole of the rural district of Gwyrfaï (except such part of the said rural district as is situate in the island of Anglesea) both in the county of Carnarvon (hereinafter referred to as "the Area of Supply") and for this purpose to cross open break up and interfere with all streets roads ways footpaths railways tramways wharves quays piers canals towing - paths bridges subways tunnels culverts sewers gas and water mains and pipes telegraphic and pneumatic tubes and pipes and telegraph and telephone wires within the area of supply and to construct lay down set up maintain renew alter and remove either under or above ground or otherwise engines batteries dynamos pipes tubes street boxes wires posts apparatus or other works or things required for the purpose of enabling the Promoter to produce store supply convey transmit and distribute electricity electrical power and energy for public and private purposes as aforesaid and to confer all such other powers upon the Promoter as may be necessary for effecting the objects of the proposed undertaking.

To authorise the Promoter to erect maintain work and use all necessary stations store-houses engines machinery apparatus works and appliances for the production storage and distribution of electricity electrical energy and power.

To empower the Promoter to manufacture

purchase hire sell supply let and deal in all machines lamps accumulators meters fittings plant machinery and other apparatus required for the purposes of production storage utilisation supply or measurement of electricity electrical energy and power.

To authorise the Promoter to make charges and levy rates for the supply of electricity electrical energy and power and for the use of any machines lamps accumulators meters fittings or apparatus connected therewith and to recover such rates and charges.

To make provision for the inspection and testing of mains conductors meters and works for the appointment and remuneration of electric inspectors and for the supply use and inspection testing and certifying of meters fittings and instruments.

To empower the Promoter to transfer to any local authority company or person all or any of the powers duties or liabilities given to or imposed upon him by the said Order or by the said Electric Lighting Acts.

To incorporate with the said Order and to extend and apply to the proposed undertaking and works and to the Promoter as Undertaker with or without alteration all or some of the provisions of the said Electric Lighting Acts 1882 and 1888 and of the Electric Lighting (Clauses) Act 1899 and of the Acts or portions of Acts incorporated therewith respectively and to confer upon the Promoter all or some of the powers within the area of supply which by the said Acts or any Acts amending the same or incorporated therewith are or may be conferred upon the Undertaker and the Order will contain all such regulations and conditions as to the supply of electricity electrical energy and power and all matters incidental thereto and the obligations of the promoter in relation thereto as are authorised by the said Acts or as the Board of Trade may prescribe and will confer on the Promoter all powers rights and privileges necessary or expedient for carrying out the purposes of the said Order and will vary or extinguish all rights and privileges which may be inconsistent therewith.

Subject to the conditions of supply it is proposed to lay down electric lines in the following streets or parts thereof within a period to be specified in the Order viz. :—  
Bangor-road Bridge-street Constantine-road  
Newborough-street Mountain-street Llanberis-road  
North-road Poole-street Llanbeblig-road  
South Penrallt Bethel-road Bangor-street  
Tithebarn-street South-road Pwllheli-road  
Pool-lane Balaclava-road (part of) Castle-square  
Castle Hill Church-street Chapel-street  
Eastgate-street Garnon-street High-street  
Market-street Mount Pleasant-square  
Bank-quay Castle-ditch Castle-street  
Constantine-terrace Dinorwic-street Greengate-street  
Henwalia Marcus-street Northgate-street  
North Penrallt Poole-side Priestly-road Shire  
Hall-street Twt-hill West Turkey Shore Wynne-street  
Campbell-road Warfield-road Victoria-road  
England-road New-street Palace-street Poole-hill  
St. Davids-road (part of) St. Helens-road  
Segontium-terrace Turf-square, Twt-hill East  
William-street Cadnant-road Eleanor-street  
Segontium-road South and Aber-road (part of)  
all in the borough of Carnarvon and also in through over or along such parts of the main roads respectively coloured brown on the map hereinafter mentioned as lie between the limits of the borough of Carnarvon and the following parishes or places namely Portdinorwic Llanllyfni Tal-y-sarn and Llanberis.

The following are the streets and places not

repairable by the local authority which the Promoter proposes to take power to break up viz.:—Uxbridge-square St. David's-road (part of) Balaclava-road (part of) Aber-road (part of) Vaynol-street Pavilion-road and Sydney-road.

The following are the railways and tramways which the Promoter proposes to take power to break up or interfere with, viz.:—The London and North Western Railway the North Wales Narrow Gauge Railway the Snowdon Mountain Tramroad Company the Padarn Railway the Slate Quay Roads Railways the Glynrhonwy Slate the Upper Glynrhonwy Slate the Llanberis Slate the Victoria Slate the South Dorothea Slate the Dorothea Slate the New Vronheulog Slate the Tal-y-sarn Slate the Pen-y-rorsedd Slate the Cilgwyn Slate the Vron Slate and the Tan-y-graig Granite Tramways.

And notice is hereby given that a map showing the intended area of supply with 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 in the office of the Clerk of the Peace for the county of Carnarvon at Carnarvon in the office of the Town Clerk of Carnarvon in the office of the Clerk to the Gwyrfa Rural District Council in the office of the Board of Trade Whitehall London in the office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons.

On and after the 21st day of December next printed copies of the Draft Provisional Order may be obtained at the offices of the undersigned Edward Whittred Iltyd Peterson and of C. A. Jones Esquire Solicitor Carnarvon on payment of one shilling for each copy and when the Provisional Order shall have been made by the Board of Trade printed copies thereof may be obtained at the same offices on payment of the same price.

Every local or other public authority company or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Acts" on or before the 15th day of January 1901 and a copy of such objection must also be forwarded to the undersigned Solicitor for the Order.

Dated this 20th day of November 1900.

E. W. I. PETERSON 56 Lincolns Inn-fields  
London W.C. Solicitor for the Order.

Board of Trade.—Session 1901.

Trowbridge Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Trowbridge within their District; the Breaking up and Interference with Streets and Railways; the Laying down and Erection of Electric Lines, Wires, Posts, and Apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts; and other Provisions.)

**N**OTICE is hereby given, that the Urban District Council of the urban district of Trowbridge, in the county of Wilts (hereinafter called "the Council"), and whose address is at the Council Offices, Town Hall, Trowbridge, intend to apply to the Board of Trade, on or before the 21st December, 1900, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to generate and supply electricity for all public and private purposes, as defined by the Electric Lighting Acts, within the whole of the urban district of

Trowbridge, in the county of Wilts aforesaid (hereinafter referred to as "the area of supply").

2. To incorporate with the Order such of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, and to apply such provisions to the undertaking to be authorised by the Order, subject to such variations and exceptions as may be contained therein.

3. To authorise the Council to break up the following streets or roads and railways within the area of supply, namely:—

(a) Streets.—Gasworks-road (part of), Westbourne-gardens, Innox-road, Bythesea-road, Rock-road, Allen-road, Gloucester-road (part of), Bond-street-buildings, Surrey-place, Eastbourne-terrace, Furlong (part of), Clark's-place, Orchard-lane, Harmony-place, Alma-street, Lower Alma-street, Green-lane, Clarendon-road, Brickplat, Beavens-yard, Canal-road, Middle-lane, Quarterway-lane, railway bridges over Stallard-street, Mortimer-street, New-road, road at Lower Studley.

(b) Railways.—The Great Western Railway.

4. The names of the streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order, are as follows:—Stallard-street, Wicker-hill, Fore-street, Silver-street, and Roundstone-street.

5. To prescribe and limit the price to be charged for the supply of electrical energy.

6. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

And notice is hereby given, that the draft of the Order will be deposited at the offices of the Board of Trade, on or before the 21st day of December, 1900, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Council offices, Town Hall, Trowbridge, and at the offices of the undermentioned Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November, 1900, for public inspection at the office of the Clerk of the Peace for the county of Wilts, at his office at Marlborough, and at the Council offices, Town Hall, Trowbridge.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Parliamentary Agents.

Dated this 14th day of November, 1900.

T. S. HILL, Council Offices, Town Hall,  
Trowbridge.

BAKER, LEES, and Co., 54, Parliament-street, Westminster, Parliamentary Agents.



In Parliament—Session 1901.

Eccles Corporation.

(New Tramways in the Borough, and Reconstruction and Alteration of Tramways owned or leased by the Corporation in the Borough, and (by Agreement) outside the Borough, so as to adapt the same for use of Mechanical and Electrical Power; Motive Power; Single, Double, and Interlacing Tramways; Power to reduce width of Footways; Agreements with Local Authorities and others as to Supply of Electric Energy, and as to alteration, construction, maintenance, sale, purchase, lease, working, use, and management of Tramways; Power to Corporation to work Tramways by any Motive Power; Provide necessary plant and charge for use thereof; Fares, tolls, and charges; Generating stations; Street works; Bridge widening or reconstruction; Acquisition of lands, compulsorily and by agreement; Additional lands; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Assessment of compensation; Stopping up roads; Regulations as to streets, buildings and sewers, advertising hoardings, nuisances, common lodging houses, sanitary matters, water-closets, infectious disease, ice creams, recreation grounds, baths, roadside wastes, police and fire brigade matters, sales in streets, and luggage porters; Electric fittings and other electrical provisions; Gratuities to officers and servants; Levying tolls, rates, and charges; Amendment of rates, and other provisions as to rating; Borrowing powers; Agreements; Bye-laws; Repeal, amendment, and incorporation of Acts).

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the Borough of Eccles (hereinafter referred to as "the Borough"), as the municipal and sanitary authority for the Borough (in both which characters they are hereinafter included under the expression "the Corporation"), intend to apply 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 enable the Corporation to form, lay down, and maintain, wholly within the Borough, all or some of the tramways hereinafter described (and hereinafter referred to as the "proposed tramways"), and for that purpose, and for the purpose of their existing or authorised tramways, or any tramways owned, worked, leased, or run over by them (all which are herein included in the expression "the Corporation tramways"), to form, lay down, and maintain all necessary and proper rails, plates, sleepers, channels (including in that word, where used in this Notice, channels, passages and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, posts, poles, brackets, wires, stables, carriage houses, engine, boiler, and dynamo houses, waiting rooms, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively, and where, in the description of any of the proposed tramways any distance is given with reference to any street which intersects the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued, would intersect each other.

The proposed tramways are the following (that is to say):—

Tramway No. 1 (1 mile 3 furlongs 2·70 chains in length, whereof 1 furlong 0·51 chain will be single line, and 1 mile 2 furlongs 2·19 chains will be double line), commencing in Liverpool-road at a point 1·03

chains or thereabouts, measured in a north-easterly direction from the intersection of the centre lines of Peel Green-road (west) and Liverpool-road, passing along Liverpool-road and Church-street, and terminating in the last-mentioned street at a point 0·23 chain, or thereabouts, measured in a westerly direction from the intersection of the centre lines of Hlope-street and Church-street.

Tramway No. 2 (double line 2 furlongs 2·97 chains in length) commencing by a junction with Tramway No. 1, at its termination, passing along Church-street and Regent-street, and terminating in the last-named street at the boundary of the borough.

Tramway No. 3 (1 furlong 9·04 chains in length, whereof 9·78 chains will be single line, and 9·26 chains will be double line), commencing by a junction with Tramway No. 1, at its termination, passing along Church-street and Gilda Brook-road, and terminating in the last named road, at a point 1·38 chains, or thereabouts, measured in a south-westerly direction, from the intersection of the centre lines of Gilda Brook-road and the Park.

Tramway No. 4 (double line, 2 furlongs 2 chains in length), commencing by a junction with Tramway No. 3 at its termination, and passing along and terminating in Gilda Brook-road at the boundary of the borough.

Tramway No. 5 (6 furlongs 5·19 chains in length, whereof 4 furlongs 8·28 chains will be single line, and 1 furlong 6·91 chains will be double line), commencing by a junction with Tramway No. 1, at a point 2·17 chains or thereabouts, measured in a south-westerly direction from the intersection of the centre lines of Clifford-street and Liverpool-road, passing along New-lane and Worsley-road, and terminating in the last-named road at a point 2·17 chains or thereabouts, measured in a south-easterly direction from the intersection of the centre lines of Parrin-lane and Worsley-road.

Tramway No. 5A (single line 2·85 chains in length), commencing by a junction with Tramway No. 5 at its termination and passing along and terminating in Worsley-road at a point 0·68 chain or thereabouts, measured in a north-westerly direction from the intersection of the centre lines of Parrin-lane and Worsley-road.

Tramway No. 5B (2 furlongs 1·48 chains in length, whereof 1 furlong 8·18 chains will be single line and 3·30 chains will be double line), commencing at the termination of Tramway No. 5A and passing along and terminating in Worsley-road at the boundary of the borough.

Tramway No. 5C (single line, 2·66 chains in length), commencing by a junction with Tramway No. 5B at a point 0·68 chain or thereabouts, measured in a north-westerly direction from the intersection of the centre lines of Parrin-lane and Worsley-road, passing into Parrin-lane, and terminating therein by a junction with Tramway No. 6 at a point 2·06 chains, or thereabouts, measured in a north-easterly direction from the intersection of the centre lines of Parrin-lane and Worsley-road.

Tramway No. 6 (1 mile 5 furlongs 2·54 chains in length, whereof 1 mile 1 furlong 3·47 chains will be single line and 3 furlongs 9·07 chains will be double line), commencing by a junction with Tramway No. 5 at

its termination, passing into and along Parrin-lane, Monton-green, Monton-road, Wellington-road, and Gilda Brook-road, and terminating in the last-named road by a junction with Tramway No. 3, at a point 1.38 chains or thereabouts, measured in a south-westerly direction from the intersection of the centre lines of Gilda Brook-road and The Park.

Tramway No. 7 (single line, 4 furlongs 3.31 chains in length), commencing by a junction with Tramway No. 6 at a point 1.23 chains or thereabouts, measured in a north-westerly direction from the intersection of the centre lines of Clifton-road and Monton-road, passing along Clifton-road and Wellington-road, and terminating in the last-named road by a junction with Tramway No. 6 at a point 1.68 chains or thereabouts, measured in an easterly direction from the intersection of the centre lines of Monton-road and Wellington-road.

All of the proposed tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run on such tramways carriages or trucks adapted to run on railways, and it is not proposed to lay any tramways so that for a distance of 40 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described (that is to say) :—

Tramway No. 1 :—

In Liverpool-road, on the north side thereof, between a point 1.37 chains or thereabouts east of the centre of Nelson-street and a point 2.46 chains or thereabouts east of the said centre.

In Liverpool-road, on the north side thereof, for a distance of 3.30 chains or thereabouts measured in an easterly direction from the junction of Shakespeare-crescent and Liverpool-road.

In Liverpool-road, on the south side thereof, between a point 0.56 chain or thereabouts west of the centre of Renshaw-street and a point 2.22 chains or thereabouts east of the said centre.

In Liverpool-road, on the north side thereof, between a point 5.20 chains or thereabouts west of the centre of Byron-street and a point 6.70 chains or thereabouts east of the said centre.

In Liverpool-road, on the south side thereof, between a point 7.68 chains or thereabouts west of the centre of Cannon-street and a point 3.88 chains or thereabouts east of the said centre.

In Liverpool road, on the north side thereof, between a point 9.07 chains or thereabouts east of the centre of Byron-street and a point 1 furlong 0.49 chain or thereabouts east of the said centre.

In Liverpool-road, on the south side thereof, between a point 4.13 chains or thereabouts west of the centre of Trafford-road and a point 0.55 chain or thereabouts west of the said centre.

In Church-street, on the south side thereof, between a point 1.25 chains or thereabouts east of the centre of Timothy-street and a point 2.10 chains or thereabouts east of the said centre.

Tramway No. 2 :—

In Regent-street, on the north side thereof, between a point 2.89 chains or thereabouts

west of the centre of College Croft, and a point 2.36 chains or thereabouts east of the said centre.

In Regent-street, on the south side thereof, between a point 2.85 chains or thereabouts west of centre of College Croft and a point 2.27 chains or thereabouts east of the said centre.

Tramway No. 4 :—

In Gilda Brook-road, on the north side thereof, between a point 3.32 chains or thereabouts west of the centre of Vicar-street and a point 8.55 chains or thereabouts east of the said centre.

In Gilda Brook-road, on the south side thereof, between a point 1.2 chains or thereabouts west of the centre of The Park and a point 1 furlong 0.98 chain or thereabouts east of the said centre.

In Gilda Brook-road, on the north side thereof, between a point 6.29 chains or thereabouts west of the borough boundary and the termination of the tramway.

In Gilda Brook-road, on the south side thereof, between a point 6.04 chains or thereabouts west of the borough boundary and the termination of the tramway.

Tramway, No. 5 :—

In New-lane, on both sides thereof, between a point 4.02 chains or thereabouts north of the intersection of the centre lines of Hampson-street and New-lane and a point 7.38 chains or thereabouts north of the intersection of the said centre lines.

In New-lane, on both sides thereof, between a point 1 furlong 3.68 chains or thereabouts north of the intersection of the centre lines of Hampson-street and New-lane and a point 1 furlong 7.32 chains or thereabouts north of the intersection of the said centre lines.

In New-lane, on the west side thereof, between a point .80 chain or thereabouts south of the centre of the bridge carrying the London and North-Western Railway over New-lane and a point 3.24 chains or thereabouts north of the said centre.

In New-lane, on the east side thereof, between a point 0.45 chain or thereabouts south of the centre of the bridge carrying the London and North-Western Railway over New-lane and a point 3.2 chains or thereabouts north of the said centre.

In Worsley-road, on the west side thereof, between a point 9.33 chains or thereabouts north of the centre of the bridge carrying the London and North-Western Railway over New-lane, and a point 1 furlong 1.49 chains or thereabouts north of the said centre.

In Worsley-road, on the east side thereof, between a point 7.30 chains or thereabouts south of the centre of Gee-lane, and a point 3.81 chains or thereabouts south of the said centre.

In Worsley-road, on the west side thereof, between a point 1.71 chains or thereabouts south of the centre of Sutherland-street and a point 0.33 chain or thereabouts south of the said centre.

In Worsley-road, on both sides thereof, between a point 5.29 chains or thereabouts south of the intersection of the centre lines of Parrin-lane and Worsley-road and a point 3.24 chains or thereabouts south of the intersection of the said centre lines.

Tramway No. 5b :—

In Worsley-road, on the west side thereof, between a point 4.11 chains or thereabouts south of the centre of King William-street



and a point 1.66 chains or thereabouts north of the said centre.

In Worsley-road, on the east side thereof, between a point 1.06 chains or thereabouts north of the junction of Parrin-lane and Worsley-road, and a point 8.37 chains or thereabouts north of the said junction.

In Worsley-road, on both sides thereof, between a point 1.41 chains or thereabouts north of the intersection of the centre lines of Blautyre-street and Worsley-road, and a point 2.59 chains or thereabouts north of the intersection of the said centre lines.

Tramway No. 6:—

In Parrin-lane, on the north side thereof, between a point 2.31 chains or thereabouts east of the centre of Worsley-road and a point 4.96 chains or thereabouts east of the centre of Duke-street.

In Parrin-lane, on the south side thereof, from a point 3.49 chains or thereabouts east of the centre of Worsley-road, and continuing in an eastwardly direction to the junction of Monton Fields-road and Parrin-lane.

In Monton Green, on both sides thereof, between a point 0.82 chain or thereabouts west of the centre of the bridge carrying the Wigan branch of the London and North-Western Railway over Monton Green and a point (as regards the north side of the road) 0.86 chain or thereabouts east of the said centre, and (as regards the south side of the road) 1.06 chains or thereabouts east of the said centre.

In Monton-road, on both sides thereof, between a point 0.66 chain or thereabouts north-west of the centre of the bridge carrying the Clifton branch of the London and North-Western Railway over Monton-road and a point 0.44 chain or thereabouts south-east of the said centre.

In Monton-road, on the south side thereof, for a distance of 0.75 chain or thereabouts measured in a south-easterly direction from a point 1.24 chains or thereabouts from the centre of the bridge carrying the Clifton branch of the London and North-Western Railway over Monton-road.

In Monton-road, on the north side thereof, between a point .60 chain or thereabouts east of the centre of Cavendish-road and a point 5.05 chains or thereabouts east of the said centre.

In Monton-road, on the south side thereof, between a point 1.06 chains or thereabouts east of the centre of Cavendish-grove and a point 3.65 chains or thereabouts east of the said centre.

In Monton-road, on both sides thereof, between a point 6.54 chains or thereabouts south-east of the intersection of the centre lines of Cavendish-grove and Monton-road to a point 0.75 chain or thereabouts north-west of the intersection of the centre lines of Wellington-road and Monton-road.

In Wellington-road, on the north side thereof, between a point .65 chain or thereabouts west of the centre of Monks Hall-grove and a point .74 chain or thereabouts east of the said centre.

In Wellington-road, on the north side thereof, between a point .91 chain or thereabouts west of the centre of Cambridge-grove and a point .83 chain or thereabouts east of the said centre.

2. The motive power to be used on the proposed tramways may be animal, steam, compressed air, gas, oil, and any other mechanical power (including wire or rope cables worked by

stationary engines), and electric energy, applied by means of motors in the engines or carriages, or generated at stations, and communicated by electric lines in or underground or overhead (all which powers other than animal power are herein included in the expression, "mechanical power"), and it is intended to apply for power to use mechanical power on all or some of the Corporation tramways.

3. To empower the Corporation from time to time to alter the position in any street, and to make such other alterations of the Corporation tramways, and any tramways within or (by agreement with the local authority and the Company or person owning or working the same) without the borough which may, for the time being, be connected with any of the Corporation tramways, or any part or parts thereof, and to execute all such works on or in connection therewith, and in, over, or under the streets or roads in which the same are laid as may be necessary or expedient for adapting the same to be worked by mechanical power; and to empower the Corporation to lay down, construct, and maintain on, in, under, or over the surface of any street, road or place, and (by agreement) to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the proposed tramways, or the Corporation tramways, or any tramway within or (by agreement with the local authority and the Company or person owning or working the same) without the borough which may, for the time being, be connected with any of the Corporation tramways, or for connecting any portions of the said tramways, or any tramways within or without the borough with any tramways within or without the borough which can be worked in connection with any of the Corporation tramways, or for providing access to or forming connections with any generating station or stations, engines, machinery, or apparatus.

4. To empower the Corporation to construct any of the proposed tramways, and to alter the position in any street, or to reconstruct any of the Corporation tramways by substituting single or interlacing lines for double lines, or double or interlacing lines for single lines.

5. To empower the Corporation, when any road in which a tramway is laid is altered or widened, to re-construct such tramway in such position as they think fit.

6. To enable the Corporation for the constructing of any tramway to increase the width of the roadway by reducing the width of any footpath.

7. To empower the Corporation, on the one hand, and any local authority, company, body, or person, on the other hand, to enter into, and carry into effect agreements for the supply of electric energy for any purpose to and by the Corporation, by and to such local authority, company, body, or person.

8. To enable the Corporation on the one hand, and any local authority, company, or person with regard to any tramways in the borough, not being the property of the Corporation, and any tramways in any adjacent districts which can be worked with any of the Corporation tramways on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the alteration, construction, maintenance, purchase, sale, lease, working, use and management by the contracting parties of all or any of their respective tramways and

works, or tramways laid within their respective districts, or any part or parts of such tramways and works respectively, the making of all necessary junctions, the supply of rolling stock, plant, machinery, and electrical energy or power, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and to give effect to any agreements which may have been or may be made touching any of the matters aforesaid.

9. To authorise the Corporation, for the purposes of constructing any tramway in any street, to take up, remove or dispose of, or, if thought fit, to appropriate and use in the construction of that tramway any existing tramway in such street.

10. To empower the Corporation to make, from time to time, such turnouts, crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of all, or any, of the before-mentioned tramways or any tramways worked by or in lease to the Corporation, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Corporation, or their lessees, or for effecting junctions with the system of any other Corporation, company, or person, with their consent.

11. To empower the Corporation, from time to time, when by reason of the execution of any work in, or the alteration of, any street, road, highway, or thoroughfare, in which any tramway, channel, or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, channel, or electric line, and to make, lay down, and place temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway, channel, or electric lines, or substituted tramways, or channels, or electric lines.

12. To confer on and to reserve to the Corporation and their lessees the exclusive right of using on any of the proposed tramways, carriages drawn or propelled by any motive power hereinbefore mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

13. To provide for the repair by the Corporation or their lessees or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which in any tramway, channel, or electric line may, for the time being, be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways or channels, or electric lines.

14. To empower the Corporation and their lessees to place and run carriages on the proposed tramways, and (but subject to the rights of the lessees under any contracts or agreements already made, or hereafter to be made), on the Corporation tramways, and on any tramway within or without the borough which may for the time being be connected with any of the Corporation tramways, and to work and demand and take tolls, rates and charges in respect of the use of such tramways and carriages, and for the conveyance of passengers, animals, goods, minerals, merchandise and other traffic thereon

and therein, and to confer exemptions from such tolls, rates and charges, and both within and without the borough to provide stables, buildings, carriages, trucks, horses, harness, engines, motors, machinery, apparatus, and steam, electric cable, and other plant (fixed and movable), necessary or convenient for working such tramways by any motive power hereinbefore mentioned, and to sell, exchange or dispose of such of the before-mentioned articles and things as may not be required.

15. To authorise the Corporation to construct and maintain on the following lands, a station or stations for generating electric energy (to be used for all purposes for which the same is or may become applicable, whether within or without the borough), with all buildings, engines, dynamos, machinery, and appliances necessary or expedient for the purposes, and by means thereof to produce and supply such energy accordingly, in the borough and also in any adjacent district, and the Bill will or may provide that electric energy for traction on all the Corporation tramways shall be supplied exclusively by the Corporation. The lands in this paragraph referred to are:—

(a) The lands belonging to the Corporation, situate in Cawdor-street, and used or occupied by the Corporation in connection with their existing electrical generating station and works.

(b) The lands belonging to the Corporation, situate at the south-westerly portion of the borough, and used or occupied by the Corporation for the purposes of sewage disposal.

16. To authorise the Board of Trade to make bye-laws with regard to any of the Corporation tramways.

17. To authorise the Corporation, wholly within the borough, to make and maintain the following street works and bridge widening, or reconstruction, that is to say:—

Work No. 1.—The widening and improvement of Liverpool-road on the south side thereof, commencing at the junction of Lorne-street and Liverpool-road, and continuing in a north-easterly direction for a distance of 1·27 chains or thereabouts therefrom.

Work No. 2.—The widening and improvement of Liverpool-road on the south side thereof, commencing at the junction of Alexandra-road and Liverpool-road, and continuing in a north-easterly direction for a distance of 1 furlong 3·18 chains or thereabouts therefrom.

Work No. 3.—The widening and improvement of Liverpool-road on the south side thereof, commencing at a point 1·16 chains or thereabouts north-east of the junction of Barton-road and Liverpool-road, and continuing in a north-easterly direction for a distance of 4·13 chains or thereabouts to the junction of Cawdor-street and Liverpool-road.

Work No. 4.—The widening and improvement of Liverpool-road, on the south side thereof, commencing at a point 89 chain or thereabouts east of the junction of Station-road and Liverpool-road, and continuing in an easterly direction for a distance of 4·72 chains or thereabouts from the point of commencement.

Work No. 5.—The widening and improvement of Liverpool-road, on the south side thereof, commencing at a point 0·68 chain or thereabouts east of New-row (measured from the north-west corner thereof), and continuing in an easterly direction for a distance of 3·70 chains or thereabouts to the junction of Philip-street and Liverpool-road.

Work No. 6.—The widening and improvement of Liverpool-road, on the south side thereof, commencing at a point 3·13 chains or thereabouts from the junction of Cannon-street and Liverpool-road, and continuing in an easterly direction for a distance of 0·68 chain or thereabouts from the point of commencement.

Work No. 7.—The widening and improvement of Liverpool-road, on the south side thereof, commencing at a point 4·79 chains or thereabouts from the junction of Cannon-street and Liverpool-road, and continuing in an easterly direction for a distance of 3·14 chains or thereabouts from the point of commencement.

Work No. 8.—The widening and improvement of Church-street, on the south side thereof, commencing at the junction of St. James's-street and Church-street, and continuing in an easterly direction for a distance of 1·86 chains or thereabouts therefrom.

Work No. 9.—The rounding off of the corner on the easterly side of New-lane where the same joins Liverpool-road.

Work No. 10.—The widening and improvement of New-lane on the east side thereof between Elizabeth-street and Worsley-road.

Work No. 11.—The widening and improvement of Worsley-road on the west side thereof, for a distance of 1·58 chains or thereabouts, measured in a northerly direction from the junction of Worsley-road with New-lane.

Work No. 12.—The rounding off of the corner on the east side of Worsley-road where the same joins Parrin-lane.

Work No. 13.—The widening or reconstruction of the existing bridge over the Bridgewater Canal at Monton connecting Parrin-lane with Monton Green.

Work No. 14.—The rounding off of the corner on the east side of Monton-road where the same joins the north side of Wellington-road.

18. To authorise the Corporation, for the purpose of the said street works and bridge widening or reconstruction, to take lands by agreement or compulsion, and to make provision that, in estimating the amount of compensation or purchase money to be paid, regard shall be had to the benefits accruing to the vendor by reason of the widening or improving of any street, or the widening or reconstruction of the said bridge.

19. To authorise the Corporation in connection with the said proposed tramways and street works, and bridge widening or reconstruction, to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, girders, cantilevers, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences, and to alter any steps, areas, cellars, windows, pipes, drains, cables or other obstructions.

20. To authorise the Corporation to deviate in the construction of the said street works, and in the widening or reconstruction of the said bridge, both vertically, and laterally, to the extent shewn on the deposited plans and sections, or to be defined by the Bill or prescribed by Parliament.

21. To authorise the Corporation to sell the materials of the houses and buildings which may be taken by them, and to provide for the dedication of the land so acquired, or any part thereof, as part of the public highway, and to be maintained, repaired, and kept in order as such.

22. To enable the Corporation, for all or any

of the purposes of the Bill, to appropriate and use any lands for the time belonging to them, and to purchase or otherwise acquire compulsorily, or by agreement, lands (including in that expression, where used in this notice, houses, buildings, easements, and other property), and the Bill will or may seek power to enable the Corporation to purchase compulsorily such easements as may be requisite for the widening or reconstruction of Monton-bridge, without purchasing the land over which the same will be constructed.

23. To exempt the Corporation from the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845, in respect of all or some of the properties to be acquired by the Corporation under the powers and for the purposes of the Bill.

24. To extend the existing powers of the Corporation as to the holding, sale, lease, exchange, and disposal of surplus lands for the time being belonging to them.

25. To make further provision with respect to the streets, buildings, and sewers within the borough, and particularly with respect to the following matters, that is to say: the retention of plans deposited with the Corporation, the making void of the deposit of plans after certain intervals, the requiring of intersecting streets, the prohibition of buildings until the street has been defined, the empowering of the Corporation to define the future line of streets, to vary the position or direction of new streets, and to declare where streets begin or end, as to the repair of vaults, &c., under streets, as to crossings for horses or vehicles over footways, the prohibition of the deposit of building materials or the making of excavations without consent, the appropriation of materials in streets sewered and paved, the recovery of damages caused to footways by excavations, the alteration of the names of streets and the requiring of names to be put up and houses numbered; the authorising of the Corporation to do urgent repairs to private streets, the extension of the provisions of Section 150 of the Public Health Act, 1875, so as to include the erection of retaining walls and incidental works, and of the provisions of Section 151 of that Act, so as to exempt trustees of churches, burial grounds, and hospitals from payment of private improvement expenses, the prohibition of the closing of entrances to courts without consent, the displaying of notices for paving private streets on lamp posts, the removal of posts and other obstructions in streets, the requiring of the approval of the Corporation to the elevations of buildings on front land as to the height of buildings and chimneys, the defining of new buildings as to temporary and movable buildings, the prohibition of cellars where liable to floods, the making of regulations as to the size of rooms and also as to alterations to the drainage of buildings and as to alterations to water closets, the prohibition of the building over of passages, the provision of combined drainage and of separate sewers for surface water and sewage, the giving of power to the Corporation to enter on private land to repair sewers and to make connections therewith, the empowering of the Corporation to construct all private sewers and drains where required to be constructed under highways, and to make all junctions required to be made with public sewers, the prevention of soil and sand from being washed into the streets, as to trees and shrubs overhauling streets, the authorising of the Corporation to adopt bridges, to require the covering in of watercourses, and to take proceedings for

the removal and prevention of obstructions therein, as to the fencing in of dangerous places, and as to the letting of unoccupied land to defray certain expenses, and also the leasing of unoccupied land.

26. To authorise the Corporation to enter into agreements with the Manchester Ship Canal Company and others, for or in relation to the construction of a bridge over or across, or a subway under the Manchester Ship Canal.

27. To prohibit or regulate the erection of advertising hoardings or structures, and to make other provisions in regard to street advertisements and hoardings.

28. To make further provision in regard to sanitary matters, and the preservation of the health of the inhabitants of the borough, and particularly with regard to the following matters, that is to say:—the requiring of water-closets for new buildings, the conversion of existing closet accommodation into water-closets, the making of bye-laws as to the construction of water-closets, the requiring of privies to be filled up; as to the filling up of cesspools, the requiring of certain pipes to be disconnected from sewers, the ventilation of soil-pipes, the prohibition of the use of rain-water pipes as soil-pipes, as to sinks and drains for buildings, as to single private drains, the requiring of urinals to be attached to places of public entertainment and refreshment, the prohibition of urinals in public places without consent, with power to the Corporation to require the removal of urinals in case of nuisance or offence to public decency, the provision of ambulances, the prohibition of the occupation of houses until there is a proper water supply, the testing of drains and the remedying of defects, the reconstruction or alteration of the course of drains, the improper construction or repair of water-closets and drains, the prevention of damage or injury to water-closets and drains, and of interference with the apparatus connected therewith, the requiring of old drains to be laid open for examination of vacant lands to be fenced where nuisance exists, and of filthy or infectious articles to be purified or destroyed, the authorising of a charge to be made for emptying privies of trade refuse, the definition of nuisances, and the appointment of more than one inspector of nuisances.

29. To make further provision with reference to the registration, control, management and supervision of common lodging-houses, to the health and decency of the inmates, and to unregistered lodging-houses, and to give power to the Corporation to refuse to register common lodging-houses.

30. To make further provisions with respect to the prevention of the spread of infectious disease, and the preservation of the health of the inhabitants of the borough, and particularly with respect to the following matters (that is to say): The prohibition of the sale of milk from diseased cows, the requiring of dairymen to notify existence of infectious disease amongst their servants: the prohibition of persons suffering from infectious disease from carrying on business, the extension of Section 126 of the Public Health Act, 1875, to persons permitting the exposure of infected persons; the protection against infection of books in a lending or public library, the making of bye-laws with reference to hospitals; the payment of the expenses of persons in hospital; the provision of nurses; the compensation of dairymen, nurses, and others, for stopping employment; the prohibition of the holding of wakes over bodies of persons dying of infectious disease; as to the burial of dead bodies in the mortuary; the regulation of the

manufacture and sale of ice creams and other similar commodities; the compulsory removal to and the retention in reception houses of persons living in any house in which infectious disease, has occurred when such removal and retention are, in the opinion of the Medical Officer of Health, necessary for the protection of the public health, and the provision of such reception houses, the imposition of penalties on parents and guardians and persons having the care of children, for allowing them to attend a school from any house in which infectious disease exists or has existed, and on teachers for admitting such children to school; the compelling of teachers in certain cases to supply lists of pupils attending the school; and the conferring of power on the Medical Officer to examine children in schools, and to exclude any scholar suffering from infectious disease or likely to spread infection.

31. To make further provision with regard to the recreation grounds and baths belonging to the Corporation, and particularly to authorise the letting or setting apart of the recreation grounds or parts thereof for games and other purposes, the provision of apparatus for games, the making of bye-laws for the regulation of the recreation grounds, and the appointment of officers to carry the bye-laws into effect, to empower the Corporation to contribute towards public bands, and to empower the Corporation to lay out roadside wastes as gardens, shrubberies, and ornamental pleasure grounds, and to erect thereon shelters, seats, and other erections, and to grant the use gratuitously or for payment of the public baths for swimming contests.

32. To make further provision with regard to police and fire brigade matters within the borough, and particularly to provide that unfenced ground may be a street for certain purposes, to prohibit indecent exhibitions, to regulate shows and caravans, to prevent the sale of goods in streets without the consent of the Corporation, to restrict the use of advertising vehicles, to provide for delivery of goods wrongfully detained, to prohibit the marking of pavements by way of advertisement without authority, to make provision with regard to leading or driving cattle through the streets, to authorise the breaking open of premises in case of fire, to make provision for the control of operations and the regulation of street traffic in case of fire, and to provide for the regulation and licensing of luggage porters.

33. To make further provision with regard to the supply of electricity within the borough or in connection therewith, and particularly to specify the conditions upon which electric fittings may be supplied, to authorise the provision of such fittings and electrical apparatus, and to alter the date for making up the annual accounts of the electric undertaking.

34. To alter and enlarge the present borrowing powers of the Corporation and to enable the Corporation to borrow monies for all or any of the purposes of the Bill, and for all or any of the said purposes to apply their corporate funds and any moneys which they are already authorised to borrow, and to borrow further moneys by mortgage, stock, or annuities, and by the issue of bills, and also to enable the Corporation to charge any moneys raised or to be raised by them upon all or any one or more of the following securities, that is to say:—The Borough Fund and Borough Rate, the District Fund and General District Rate, and the lands, estates, tramways, electric lighting, and other undertakings and property, rates, rents, tolls, and revenues of the Corporation.

35. To authorise the Corporation from time to

time to amend rates, to levy rates by instalments, to exempt hospitals from the payment of rates, and to make and levy new additional or increased rates for all or any of the purposes of the Bill; to make provision for the payment in priority to other debts of Corporation rates by any person managing the affairs of a debtor under a private deed of arrangement, to extend the provisions of Section 14 of the Bills of Sale (1878) Amendment Act, 1882, so as to apply to Corporation rates as if the same were parochial rates within the meaning of that section, and to confer, vary, and extinguish exemptions from the payment of any existing or future rates.

36. To empower the Corporation to make allowances and gratuities to officers and servants in their employ, and to the relatives or representatives of any deceased officer or servant.

37. To authorise the Corporation and any local authorities, bodies, companies and persons for all or any of the purposes of or incidental to the objects of the Bill, to enter into and fulfil agreements and contracts, and the Bill will or may confirm any such agreements and contracts which may have been, or which, during the progress of the Bill, may be entered into, and to enable any such local authorities, bodies, companies and persons, for the purposes aforesaid, to expend their funds, rates and revenues, and to borrow moneys on the security thereof.

38. To make provision with regard to the procedure of the Corporation at meetings at which licences to deal in game may be granted, and to extend the provisions of Sections 174 and 175 of the Public Health Act, 1875.

39. To provide that agreements or undertakings in connection with property shall bind successive owners of the property.

40. To provide for the temporary stoppage of streets during the construction of works, and that, in executing works for an owner, the Corporation shall not be liable for damage in the absence of misconduct or negligence.

41. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with all or any of the powers of the Public Health, Local Loans, Local Government, Sanitary and Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations for all or any of the purposes of the Bill, to which they may deem bye-laws and regulations applicable.

42. The Bill will, so far as it may be deemed necessary or expedient, vary and extend or repeal, alter and consolidate, and amend the provisions of, among other local and personal Acts, or Orders, the following (that is to say):—The Barton, Eccles, Winton and Monton Tramways Order, 1877, the Eccles Electric Lighting Order, 1893, and the Eccles Corporation Tramways Order, 1899, and all Acts, Orders, and resolutions directly or indirectly relating to or affecting the Corporation or the borough, and will or may incorporate with itself in extenso, or by reference and with or without alteration, the provisions, or some of the provisions of the various Acts in this Notice referred to, and of the Local Loans Acts, 1875 and 1885; the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845; the Tramways Act, 1870; the Light Railways Act, 1896; and the Electric Lighting Acts, 1882 to 1899; and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

43. Duplicate plans and sections showing the line, situation and level of the said

tramways, street works, and bridge widening or reconstruction, and the lands in, through, or over which they will be made, and plans showing the lands 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 or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and a copy of this Notice as published in the London Gazette will be deposited for public inspection, on or before the 30th day of November instant, with the clerk of the peace for the county Palatine 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, and a copy of this the said Notice will be deposited with the town clerk of the borough of Eccles at his office, at the Town Hall, Eccles.

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, 1900.

WM. HENRY HICKSON, Town Clerk,  
Eccles.

BAKER, LEES and Co., 54, Parliament-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1901.

Humber Commercial Railway and Dock.

(Incorporation of Company; Power to make Dock and Entrance with Sea Walls Railways and other Works adjoining the existing Docks at Grimsby, in the County of Lincoln; Powers for diverting Water and Dredging; Acquisition and reclamation of Lands; General Dock and other powers; Provisions as to Warehousing of Goods; Issue of Dock Warrants; Supply of Water Gas and Electric Light; and other matters; Bye-laws and Regulations; Agreements with the Midland Railway Company the Great Northern Railway Company the Great Central Railway Company the Lincoln and East Coast Railway and Dock Company the Lancashire Derbyshire and East Coast Railway Company and the Humber Conservators; Power to pay Interest out of Capital during construction of Works; Incorporation and Amendment of Acts).

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

1. To incorporate a Company (hereinafter called "the Company") and to empower the Company to make and maintain the dock and entrance with sea walls or embankments railways and other works hereinafter mentioned or some of them or some part or parts thereof in the parts of Lindsey in the County of Lincoln (that is to say):—

(1) Three sea walls or embankments for reclaiming portions of the foreshore bed or mud lands of the River Humber or adjoining thereto as part of or in connection with the dock and entrance railways and other works hereinafter described (that is to say):—

(A) A Sea Wall or Embankment No. 1 commencing at high water mark at a point 85 yards or thereabouts measured in an easterly direction from the north-east corner of the Pyewipe Chemical Works building and terminating at low water mark of ordinary tides at a point 1,500 yards or thereabouts measured in a north-westerly direc-

from the main entrance lock of the Royal Dock;

(b) A Sea Wall or Embankment No. 2 commencing at the termination of the Sea Wall or Embankment No. 1 before described and terminating at a point 530 yards or thereabouts measured in a northerly direction from the said main entrance lock of the Royal Dock;

(c) A Sea Wall or Embankment No. 3 commencing at the termination of the Sea Wall or Embankment No. 2 before described and thence proceeding in a south-westerly direction and terminating at low water mark of ordinary tides at a point 330 yards or thereabouts measured in a north-westerly direction from the said main entrance lock of the Royal Dock;

(2) A dock with a lock entrance at its north-eastern end from the River Humber to be situate with its main or eastern arm parallel to the existing Royal Dock on the foreshore and lands lying to the west of the Royal Dock and north of the Alexandra Dock and within the enclosure formed by the Sea Walls No. 1 No. 2 and No. 3 before described;

(3) A Pier or Jetty No. 1 commencing at or near the termination of the Sea Wall or Embankment No. 2 before described and extending therefrom for a distance of 310 yards or thereabouts in an easterly direction;

(4) A Pier or Jetty No. 2 commencing at or near the termination of the existing eastern entrance jetty of the Royal Dock and extending therefrom in a northerly direction for a distance of 330 yards or thereabouts; An entrance passage or lock situate at the south end of the New Dock No. 2 before described connecting the said dock with the existing Alexandra Dock at a point 110 yards or thereabouts west of the old lock of the Alexandra Dock;

The dock and other works before described will be situated within the following parishes and places viz. Great Grimsby Clew the county borough of Grimsby Little Coates and Great Coates or some of them in the parts of Lindsey in the county of Lincoln;

(5) A Railway No. 1 commencing by a junction with the Great Central Railway Company's branch line leading to the Pyewipe Chemical Works at or near a point due west of the north-western corner of the Alexandra Dock and terminating at or near the termination of the Sea Wall or Embankment No. 2 before described which intended railway will be situated in the said county borough of Great Grimsby and the parishes of Little Coates and Great Coates or one of them.

2. To confer upon the Company the following powers or some of them and to enable them to carry into effect the following objects or some of them (that is to say):—

(1) To take and divert from time to time into and to use for the purposes of the said intended dock and lock entrance and works connected therewith the waters of the River Humber;

(2) To deepen dredge scour cleanse widen alter and improve from time to time the entrance and approaches to the said intended dock and works and the bed channels and foreshores of the River Humber and to remove any shingle rocks and shoals which may interfere with the access to the docks and

works and to use and appropriate any materials so dredged or removed;

(3) To make and maintain from time to time all necessary and convenient railways tramways rails sidings junctions turn-tables stations signals bridges approaches roads gates warehouses sheds buildings yards quays wharves wharf walls retaining walls river walls embankments gasworks electric lighting telegraphic and telephonic works waterworks wells pumps reservoirs pipes sewers drains culverts sluices jetties groynes shipping places landing places walls staiths stairs stages gantries coal and other tips machinery gridirons cuts channels locks graving docks dock entrances timberponds cranes hydraulic and other lifts hoists drops dolphins moorings buoys beacons and other works buildings appliances and conveniences connected with the said intended dock and lock entrance sea walls or embankments railways and other works.

3. To empower the Company to purchase or acquire by compulsion or agreement and to hold use and appropriate lands (which term in this Notice includes houses and buildings and easements in or over lands) in the parishes and places aforesaid and on the foreshore adjacent thereto for the purposes of the intended Act and of the works to be hereby authorised.

4. To empower the Company to purchase a part only of any property or any easement in over or under any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act 1845.

5. To alter vary or extinguish all existing rights of way and other rights easements privileges and exemptions in over or connected with any lands foreshores and waters proposed to be purchased taken used or interfered with under the powers or for the purposes of the intended Act or which would in any manner impede or interfere with the objects or purposes of the intended Act or any of them and to confer vary or extinguish other rights easements privileges and exemptions.

6. To authorise the crossing diverting altering or stopping up whether temporarily or permanently of all highways and other roads foot-paths rivers streams canals navigations waterways railways wagonways tramways bridges and other works within or adjacent to the before-mentioned parishes and places which it may be necessary or convenient to cross divert alter or stop up or interfere with for the purposes of the intended Act or any of them and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

7. 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 and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act 1845 or the Harbours Docks and Piers Clauses Act 1847.

8. To authorise and give effect to agreements between the Company and the River Humber Conservators and the Corporation of Grimsby with reference to the deepening dredging maintaining and improving of the entrance and approaches to the said intended dock and works and the bed channels and foreshore of the River Humber.

9. To empower the Company to levy tolls dues rates and charges in respect of the said intended dock railway and other works and also to demand and recover tolls rates tonnage and other dues



wharfage ballast and other charges for and in respect of the said intended dock and works connected therewith and of the shipping and traffic of any description resorting to and using the same or coming within such limits as the intended Act may define and also dues rates or charges in respect of goods wares merchandise cattle articles and things shipped or unshipped or warehoused at the intended dock and works for the hire or use of any pilot or tug vessels or boats of the Company and in respect of watching lighting and any services to be rendered or performed or conveniences provided or accommodation afforded by the Company and to alter existing tolls rates dues and charges and to confer vary or extinguish exemptions from the payment of tolls rates dues and charges.

10. To make provision for the management-use regulation and protection of the intended dock and works the regulation and control of vessels resorting thereto and the pilots in charge thereof the pilotage and towage of shipping the passage and navigation anchorage and lying of vessels ships and craft along at or near to the said intended dock and works and the placing altering and removing of existing and new buoys lights beacons chains posts and other conveniences and for appointing and dismissing and regulating the duties of harbour masters dock masters pier masters meters weighers constables and other officers and to define the limits within which such provisions shall be in force and the powers of such harbour and dock masters and other officers shall be exercised.

11. To enable the Company to manage and regulate warehouses and goods and things warehoused to sell perishable things to issue dock warrants and freight warrants to build purchase hire let and charge for steamers tug boats and lighters to undertake the warehousing of goods the discharging of goods and ballast from vessels the supply of water gas and electric light for ships' use and for other purposes and to make and recover charges therefor and to exercise all such powers as are usual in the case of dock companies.

12. To empower the Company to make and enforce bye-laws rules and regulations for the government control and management of the said intended dock and works or with respect to any of the objects of the intended Act and to impose and enforce penalties for the breach of such bye-laws rules and regulations.

13. To incorporate with the intended Act and make applicable to the Company and to the said intended dock and works the provisions of the Lands Clauses Acts the Companies Clauses Consolidation Act 1845 and the Companies Clauses Acts 1863 and 1869 the Railways Clauses Consolidation Act 1845 and the Railways Clauses Act 1863 the Harbours Docks and Piers Clauses Act 1847 and any Acts amending the same with such exceptions and modifications as may be provided by the intended Act and to empower the Company notwithstanding anything contained in the said Acts and for such considerations at such rents and upon such terms and conditions and for such periods as may be provided for by the intended Act from time to time to demise or lease or grant the use of any of their wharves or warehouses buildings yards cranes machines shipping staiths tips or other conveniences and to make charges in respect thereof.

14. To confirm (with or without modification or alteration) and to give effect to any agreement or agreements entered into or which prior to the passing of the Bill may be entered into for and

on behalf of the Company of the one part and the Midland Railway Company the Great Northern Railway Company the Great Central Railway Company the Lincoln and East Coast Railway and Dock Company the Lancashire Derbyshire and East Coast Railway Company and the River Humber Conservators or any one or more of them of the other part with respect to the working use management and maintenance of the said intended dock lock entrance sea walls or embankments railways and other works or any part or parts thereof and the management regulation and control thereof and of the ships and vessels using the same and the cargoes in such ships or vessels and with respect to the tolls rates or dues chargeable or payable in respect thereof the management regulation interchange collection transmission and delivery of traffic the supply and maintenance of engines stock machinery and plant the construction and erection of sidings accommodation works buildings and conveniences and the maintenance use and repair thereof the disposal of spoil and ballast the fixing collection payment appropriation apportionment and distribution of the tolls rates dues charges income and profits arising from the respective undertakings of the contracting companies and generally with respect to the working user and management of the undertaking of the Company or any part thereof by any one or more of the before-mentioned companies and to authorise and give effect to and confirm further agreements with reference to the matters aforesaid or any of them between the Company and the said other companies or either of them.

15. To enable the Company out of the moneys to be raised by them under the powers of the intended Act to pay interest to the shareholders of the Company on the sums which may be from time to time paid on the shares allotted to them anything in the Companies Clauses Consolidation Act 1845 or any other Act to the contrary notwithstanding.

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

17. The intended Act may or will alter amend extend or repeal so far as may be necessary for the purposes thereof all or some of the provisions of the Act (local and personal) 12 and 13 Vict. cap. 81 and any other Act relating to the Great Central Railway Company the Lancashire Derbyshire and East Coast Railway Act 1891 and any other Act relating to the Lancashire Derbyshire and East Coast Railway Company the Lincoln and East Coast Railway and Dock Act 1897 and any other Act relating to the Lincoln and East Coast Railway and Dock Company the Great Northern Railway Act 1846 and any other Act relating to the Great Northern Railway Company the Act 7 and 8 Vict. cap. 18 and any other Act relating to the Midland Railway Company and the Act 6 Geo. IV. cap. 114 and any other Act relating to the River Humber.

18. Duplicate plans and sections showing the lines and levels of the intended dock railway and other works and the lands houses and other property which may be taken for the purposes thereof together with a book of reference to the 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 intended railway delineated thereon to show its general course and direction and a copy of this Notice as published in the "London Gazette" will on or

before the thirtieth day of November instant be deposited for public inspection with the Clerk of the Peace for the parts of Lindsey in the County of Lincoln at his office at Lincoln 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 parishes and places in which the intended works or any part thereof are to be made or in which any lands or property intended to be taken are situate will be deposited together with a copy of this Notice published as aforesaid in the following areas respectively (that is to say):—

As regards the county borough of Grimsby with the Town Clerk at his office;

As regards the parishes of Little Coates and Great Coates with the Clerk of the Grimsby Rural District Council at his office.

19. 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 13th day of November, 1900.

DEVONSHIRE and Co., 1, Frederick's Place, Old Jewry, E.C., Solicitors.

W. and W. M. BELL, 27, Great George Street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Finchley and Hendon Tramways.

(Incorporation of Company; Construction of Tramways in Finchley and Hendon; Working of Tramways by Electrical Power; Acquisition and Sale of Lands; Tolls, Rates, and Charges; Agreements with Charing Cross, Euston, and Hampstead Railway Company, and with Local Authorities and other Companies and Persons; Bye-laws and Regulations; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act for the following, among other purposes:—

1. To incorporate a company (hereinafter called "the Company"), and to empower the Company to make and maintain all or any of the tramways hereafter described, together with all necessary and proper rails, plates, works and conveniences connected therewith (that is to say):

Tramway No. 1, commencing in Finchley-road at a point 100 yards or thereabouts north of its junction with North End-road, and passing thence in a northerly direction along Finchley-road, and Regent's Park-road, and terminating in that road on the bridge carrying the road over the High Barnet Branch of the Great Northern Railway.

Tramway No. 2, commencing by a junction with Tramway No. 1 at its termination as hereinbefore described, and passing thence in a northerly direction along Ballard's-lane, and terminating in that lane at the junction therewith of Great North-road at Tally Ho Corner, Finchley.

Tramway No. 3, commencing in Finchley-road by a junction with Tramway No. 1 at its commencement as hereinbefore described, passing in a southerly direction along that road, and thence across private lands into North End-road, otherwise Hendon-road, and in a north-westerly direction along North End-road and Brent-street, and terminating in that street at the junction thereof with Church-lane, Hendon.

Tramway No. 4, commencing in Finchley-road by a junction with Tramway No. 1 at a point 50 yards or thereabouts north of the

commencement of that tramway, as hereinbefore described, and passing thence into and terminating in the field on the east side of the said road at a point 50 yards or thereabouts east of the said road.

Tramway No. 5, commencing in Finchley-road by a junction with Tramway No. 3, at a point 50 yards or thereabouts south of the commencement of that tramway, as hereinbefore described, and passing thence into and terminating in the field on the east side of the said road at a point 50 yards or thereabouts east of the said road.

Tramway No. 6, commencing in Finchley-road by a junction with Tramway No. 1, at a point 130 yards or thereabouts south of where the Mutton Brook passes under the Finchley-road, and passing thence into and terminating in the field on the east side of the said road, at a point 50 yards or thereabouts east of the said road.

The said intended tramways will be situate in the parish and urban district of Finchley, and in the parish and urban district of Hendon, in the county of Middlesex.

2. 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 or roads hereinafter mentioned and the nearest rail of the tramway (that is to say):

Tramway (No. 1), Tramway (No. 2), and Tramway (No. 3) for their entire length on both sides of the street or road.

Tramway (No. 4), Tramway (No. 5), and Tramway (No. 6) for their entire length in Finchley-road, on the east side of the road.

3. The gauge of the proposed tramways will be 4 feet 8½ inches, or such other gauge as may be prescribed or authorised by the intended Act, and it is intended to run thereon carriages or trucks adapted for use on a railway.

4. To empower the Company to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed tramways, and for affording access to the depôts, carriage houses, generating stations, stables, sheds, and works of the Company, or for effecting junctions with any other tramways.

5. To empower the Company from time to time to enter upon, stop and open and break up the surface of, and to remove or otherwise interfere with, temporarily or permanently, streets, roads, highways, public and private roadways, railways, tramways, footways, water-courses, bridges, canals, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric apparatus within the said parishes and urban districts, for the purposes of constructing, laying down, maintaining, repairing, removing, altering, or reinstating the rails, plates, crossings, passing places, sidings, junctions, buildings, engine houses, yards, and works necessary or convenient for the working or use of the proposed tramways.

6. To empower the Company from time to time when by reason of the execution of any work in or the alteration of any street, road, or thoroughfare in which any of the proposed tramways shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of any such tramways, and to make and lay down, temporarily or permanently, in the same or any adjacent street, road, or

thoroughfare a substituted tramway or substituted tramways.

7. To empower the Company to lay down double in lieu of single lines, and single in lieu of double lines, and interlacing in lieu of double or single lines on any of the proposed tramways.

8. To provide that so much of Section 84 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages or trucks used on the proposed tramways.

9. To enable the Company for any of the purposes of the proposed tramways to purchase by compulsion or agreement, or otherwise acquire, and to take on lease lands and hereditaments and easements in, over, and under the same, and to erect offices, buildings, stables, sheds, carriage and engine houses, and other conveniences thereon, and in particular to empower the Company to purchase or acquire by compulsion or agreement, and to hold the lands following (that is to say):—

Firstly—Certain lands in the parish and urban district of Hendon lying on the east side of and adjoining Finchley-road, and on the north side of and adjoining North End-road, and being the properties numbered 1366 and 1368 on the Ordnance Map (2nd edition, 1896) for the said parish.

Secondly—Certain lands in the said parish and urban district lying on the west side of and adjoining Finchley-road, and on the north side of and adjoining North End-road, and on the south-east side of and adjoining Hoop Lane.

Thirdly—Certain lands in the said parish and urban district on both sides of and adjoining North End-road, and on both sides of and adjoining the River Brent.

Fourthly—Certain lands in the said parish and urban district being on the east side of and adjoining Finchley-road, and on the south side of and adjoining Mutton Brook, and being the property numbered 968 on the Ordnance map (2nd edition, 1896) for the said parish.

10. To authorise the Company on the said lands firstly and secondly hereinafore described, or any part or parts thereof, to construct, maintain and use a station or stations for generating electrical power with all proper engines, dynamos, machinery, generating plant, buildings, works, and apparatus.

11. To authorise the Company to hold and to sell, convey, demise and lease, or otherwise dispose of, lands, tenements and hereditaments purchased or acquired under the powers of the intended Act, and, so far as may be necessary or expedient, to exempt such lands, tenements and hereditaments, and the Company in respect thereof from the provisions of the Lands Clauses Consolidation Act, 1845, and with respect to the sale of superfluous lands.

12. To empower the Company, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase part only of any property proposed to be acquired under the powers of the intended Act without being liable to purchase the whole of such property.

13. To empower the Company to work the proposed tramways by electrical power, and to lay down, erect, construct, maintain, above, upon, and below the surface of the ground, and to attach to houses, buildings, bridges and arches, mains, wires, pipes, conduits, conductors, cables, ropes, posts, brackets, boxes, apparatus, and things necessary or proper for the transmission of electricity, and for working the proposed tram-

ways or any of them by electricity or other power.

14. To empower the Company and their lessees to demand and take tolls, rates, and charges in respect of the use of the proposed tramways, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer and vary exemptions from such tolls, rates, and charges.

15. To enable the Company on the one hand, and the Charing Cross, Euston, and Hampstead Railway Company, or any local authority, or any other company or person on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, sale, and purchase, lease, working, use, management, and maintenance by the contracting parties of all or any of the intended tramways and works; the making of junctions; the supply of rolling stock, plant, machinery, and electrical energy or power; the appointment and removal of officers and servants; the payments to be made and the conditions to be performed in respect of such working, use, management, maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and apportionment of revenue arising from such traffic; and to enable any such local authority, company, or person to expend their funds, rates, and revenues, and to borrow moneys for the purposes of any such agreement, or the intended Act.

16. To empower the Charing Cross, Euston, and Hampstead Railway Company to subscribe towards and to take and hold shares and stock in and mortgages of the Company, and to apply their capital and funds to the purposes of such subscription, and to raise further moneys for such purpose by the creation and issue of new and ordinary and preference shares, stock, and debenture stock, and by borrowing on mortgage.

17. To empower the Company to make and enforce by penalties, or otherwise, bye-laws and regulations for all or any of the purposes of the intended Act.

18. To incorporate with the intended Act, with or without modifications, the provisions of the Lands Clauses Acts and the Tramways Act, 1870, and to vary and extinguish all rights and privileges which would interfere with any of the objects of the intended Act, and to confer other rights and privileges.

19. To alter, amend, extend, or repeal all or some of the Charing Cross, Euston, and Hampstead Railway Acts, 1893 to 1900.

20. Plans and sections of the proposed tramways, and plans of the lands to be taken or used for the purposes of the intended Act, 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 with the Clerk of the Peace for the County of Middlesex, at his office at the Guildhall, Westminster, and with the Clerk of the Urban District Council of Finchley, at his office at Finchley, and with the Clerk of the Urban District Council of Hendon, at his office at Hendon.

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

Dated the 15th day of November, 1900.

GEORGE D PERKS, 9, Clement's-lane, E.C.,  
Solicitor.

SHERWOOD and Co., 7, Great George  
street, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Blackburn Corporation.

(Extension of Boundaries of the County Borough of Blackburn; Additions to and Alteration of Wards; Extinction of Witton Township and Dissolution of Parish Meeting; Adjustment between the Corporation and the County Council; Exemption from County and other Rates; Transfer of Property of Rural District Council Parish Council and Parish Meeting; Alteration of School County Electoral and other Districts; Assessing and Levying and Altering Rates; Adjustment of Debts and Liabilities of Added Areas; Compensation to Officers; Reconstruction of Certain Existing Tramways and Construction of New Tramways within the Borough; Gauge; Motive Power; Power to Reduce Width of Footpaths; Power to Corporation to Work Run Over Use and Purchase Light Railways in Adjacent Districts; Power to Work Tramways; Street Works in the Borough; New Streets and Street Widening and Works; Erection of Assembly Hall and other Offices; Extension of Town Hall and Buildings; Cold-air Stores; New Sessions House Police Courts Police Stations and Fire Brigade Stations; Common Lodging-houses and Shops; Regulations as to Common Lodging-houses; Purchase and Appropriation of Lands by Compulsion and Agreement; Provisions as to Streets and Buildings; Police and Sanitary Matters; Milk Supply; Power to Corporation to supply Electricity within Gas and Water limits; Appointment of Auditors; Hawkers' Licenses; Bands of Music; Closing of Slaughter-houses; Education; Borrowing of Money; Incorporation Amendment and Repeal of Acts and Provisional Orders; and for other purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Mayor aldermen and burgesses of the county borough of Blackburn in the county Palatine of Lancaster (hereinafter called "the Corporation") for an Act for all or some of the following amongst other purposes (that is to say):—

To alter and extend the boundaries of the existing county borough of Blackburn (hereinafter called "the Borough") and to include within the boundaries of the borough as extended in addition to the existing borough the township parts of township and other places hereinafter defined or some of them or some part or parts thereof respectively all in the county Palatine of Lancaster.

The proposed addition to the borough (hereinafter referred to as "the added area") is the following (that is to say):—

The whole of the township of Witton.

So much of the township of Livesey as is bounded by an imaginary line drawn from the borough boundary at the bridge over the River Darwen known as Finiscliffe Bridge and thence along the existing boundary between the townships of Witton and Livesey to a point on the River Darwen where the boundary of the township of Witton intersects that river and thence in a south-easterly direction to the junction of the Main-road with Green-lane and thence in a southerly direction for a distance of 840 yards to a point 450 yards west of the existing borough boundary and thence in a straight line east to and joining the existing borough boundary at Shorrocks-lane.

The added area will be shown on a map of the present and proposed extended boundaries of the borough which will be deposited for

public inspection with the Town Clerk of the borough at his office at the Town Hall Blackburn on or before the 30th day of November 1900.

To extend and make applicable with or without modification to and throughout the added area all or some of the powers rights privileges authorities and duties of the Corporation and to vest in the Corporation for the benefit of the extended borough all the property of the Corporation subject to the duties and liabilities affecting the same.

To extend the jurisdiction powers authorities rights privileges and duties or some of them of the quarter sessions recorder town clerk clerk of the peace coroner and justices of the peace and of all police constables and other officers appointed for the borough to and throughout the extended borough and to provide for the extinguishment of the jurisdiction and powers of the county justices constables and police within the added area.

To extend and make applicable to the extended borough all charters bye-laws rules regulations and the provisions of the Local Acts and Orders now in force within the borough with such additions variations and exceptions as may be provided by the intended Act and to amend repeal or render inapplicable some of the enactments now in force within the added area and to constitute the added area part of the borough for all purposes and to extend all the rights duties and liabilities of the Corporation as a burial board to the extended borough to the exclusion of any other burial board.

To exempt the added area from all contributions to county expenditure and from the payment of county highway poor police school board sanitary district local and other rates which now are or which by law might be levied within the added area or any part thereof and to provide with respect to the apportionment recovery and application of the aforesaid rates or any of them and to provide for the equitable adjustment of all financial arrangements between the Corporation and the County Council of Lancashire and the settlement of all questions arising between the Corporation and the said County Council arising out of or consequent upon the extension of the borough.

To provide for the transfer of the property of the Rural District Council of Blackburn Parish Council of the township of Livesey and Parish Meeting of the township of Witton within the added area to the Corporation and the cesser of the jurisdiction of that Council within the added area and to make provision as to the future guardians of the poor within the added area.

To make proper provisions in relation to Municipal and Parliamentary and other elections consequent on the extension of the borough and all matters incidental thereto and the preparation of burgess lists and other lists and of the burgess roll and the lists of parochial electors and registers of Parliamentary voters in respect to the extended borough and for those purposes or any of them to apply with or without modification the provisions of the Municipal Corporations Act 1882 the Ballot Act 1872 and any other Act or Acts relating to the matters aforesaid.

To constitute the added area separate wards or parts of wards to be constituted by the intended Act and to alter the boundaries of existing wards accordingly or to include the added area or parts thereof in some existing ward or wards of the borough.

To alter or to make provision for the alteration of the names numbers and boundaries of the wards and the constitution and number of the

Council of the borough and to provide if thought fit for the allocation to the new wards of the existing councillors of the borough.

To provide for the deposit of maps of the extended borough and for making certified copies of or extracts from such maps evidence in all courts and proceedings.

To extend the jurisdiction and authority of the Corporation in and throughout the extended borough to continue in office the Town Clerk and all other officers and servants of the Corporation in respect of the extended borough.

To detach the added area included in the extended borough from the jurisdiction of the County Council Justices of the Peace whether acting in Sessions or otherwise Sheriff's Coroner's and all other officers of the county Palatine of Lancaster and from the school highway and burial boards guardians school attendance committees parochial committees commissioners overseers and other local authorities bodies and officers having jurisdiction in the added area and to dissolve the Parish Meeting of Witton and to provide for the constitution of the excluded part of the township of Livesey as a separate township and to rescind and annul all resolutions and Provisional Orders whereby the Public Health Local Government Sanitary Burial Education or other Acts or any of them have been put in force within the added area or any part thereof and to repeal so far as they relate thereto all Acts confirming such Orders or putting in force such Acts or Act and to transfer to the Corporation and to the School Board of Blackburn or one of those bodies all or some of the lands buildings or property of and of the estates rights powers duties privileges and liabilities vested in or imposed on the said respective councils committees boards sanitary education and local authorities bodies and officers and to provide (so far as may be necessary) for the adjustment satisfaction or apportionment of their respective debts liabilities and obligations the apportionment of current rates and for the making of compensation to any officer wholly or partially displaced by reason of any provision of the intended Act and to make provision as to the settlement of paupers within the added area and the Bill will or may constitute the Corporation the burial board for the extended borough.

To make provision for the repair of the roads and bridges or any of them respectively within the added area and (if thought fit) for the transfer to the Corporation of such roads and bridges or any of them respectively and of any police stations or other county buildings in the added area and of any portion of the police force and police pension fund of the county Palatine of Lancaster.

To alter or provide for the alteration of the boundaries of the electoral district of the county Palatine of Lancaster if and so far as may be deemed expedient by reason of the extension of the existing borough and to make provisions as to the publication of lists of voters.

To consolidate the parishes and parts of parishes constituting the extended borough into one parish for all purposes other than ecclesiastical purposes and to confer upon the Corporation all or any of the powers duties and liabilities of overseers and the power of appointing overseers assistant overseers and the powers of a vestry under the Poor Rate Assessment and Collection Act 1869.

To extend the jurisdiction of the School Board of the existing borough including all bye-laws and regulations made by that Board to the extended borough and (if need be) to increase the number

of the members of the existing School Board and to provide for the representation on the School Board and for the rating for educational purposes of the whole or part or parts of the added area and to make provision as to the total or partial exemption from school attendance of children within the added area.

To make further and other provisions with respect to the making levying and collecting of rates.

To alter any existing tolls rates and charges now authorised to be levied within the existing borough or the added area and to authorise the Corporation from time to time to make assess and levy throughout the extended borough new tolls rates and charges general and special for all or any of the purposes of the Bill and to confer vary or extinguish exemptions from the payment and either general or limited to special areas of any existing or future tolls rates and charges.

To enable the Corporation to reconstruct construct form lay down maintain and work wholly within the county Palatine of Lancaster all or some of the tramways hereinafter described and for that purpose and for the purpose of their existing or authorised tramways or any tramways owned worked leased or run over by them (all which tramways are herein included in the expression "the tramway undertaking") to form lay down and maintain all necessary and proper rails plates sleepers channels (including in that word where used in this notice channels passages and tubes for ropes cables wires and electric lines) junctions turntables turnouts crossings passing places posts poles brackets wires stables carriage-houses engine boiler dynamo-houses waiting rooms sheds buildings engines dynamos works and conveniences connected therewith respectively and where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The following are the tramways authorised by and constructed under the powers of the Blackburn Improvement Act 1882 (hereinafter referred to as "the Act of 1882") which are sought to be reconstructed by the Bill:—

So much of Tramway No. 1 as extends from a point opposite the junction of Byrom-street with King-street and passes thence through King-street Whalley Banks and Bank Top to the junction of Tramway No. 1 authorised by and constructed under the Act of 1882 with Tramway No. 4 authorised by and constructed under the Blackburn Corporation (Tramways &c.) Act 1898 (hereinafter referred to as "the Act of 1898").

Tramway No. 1 will be wholly double line.

So much of Tramway No. 4 as extends from the point of junction of Foundry Hill with Eanam and passes thence through and along Eanam Higher Eanam Copy Nook Bottom Gate Furthergate Accrington-road and Blackburn-road to the termination of that tramway on the east side of Commercial-street in Church.

Tramway No. 4 will be double line except between the following points where it will be single line:—

In the township of Oswaldtwistle between a

point 5·3 chains east of the Old Toll Bar House and a point 4·15 chains east of Old Mother Red Cap public-house.

In the same township between a point 2 furlongs 5·3 chains east of Old Mother Red Cap public-house and a point 5·8 chains west of Wolfendale Farm.

In the same township between a point 4·45 chains east of White Ash-lane and a point 8·35 chains west of the centre of the bridge carrying the Lancashire and Yorkshire Railway over the Blackburn-road.

In the townships of Oswaldtwistle and Church between a point 1 furlong 1·25 chains east of the centre of the bridge carrying the Lancashire and Yorkshire Railway over the Blackburn-road and a point 5·2 chains east of the township boundary between the said townships.

In the township of Church between a point 1·42 chains east of Bridge-street and the east side of Commercial-street.

So much of Tramway No. 6 as extends from the easterly end of Preston New-road at or near Sudell Cross and thence along Preston New-road to the termination of that tramway at Billinge End.

Tramway No. 6 will be wholly double line.

So much of Tramway No. 7 as extends from the junction of Water-street and New Water-street with Salford Bridge and thence along Salford Penny-street Larkhill and Whalley New-road to the termination of that tramway at or near the Cemetery in Whalley New-road.

Tramway No. 7 will be double line except between the following points where it will be single line:—

In the borough of Blackburn between the junction of Water and New Water-streets with Salford Bridge and a point opposite the junction of Smithies-street with Penny-street.

The following are the tramways authorised by and constructed under the Blackburn and Over Darwen Tramways Act 1879 (hereinafter called "the Act of 1879") which are sought to be reconstructed by the Bill:—

So much of Tramways Nos. 1 and 2 as extends from the junction of George-street with Darwen-street and thence through Darwen-street Great Bolton-street and Bolton-road to the boundary of the borough in Bolton-road.

Tramways Nos. 1 and 2 will be wholly double line.

The following are the tramways proposed to be authorised by the Bill:—

Tramway No. 1 commencing by a junction with the existing tramway of the Corporation in Whalley New-road at a point 4·20 chains measured in a northerly direction from the centre of the entrance to the cemetery proceeding thence along Whalley New-road to and terminating at the borough boundary in that road.

Tramway No. 1 will be wholly double line.

Tramway No. 2 commencing by a junction with the existing tramway of the Corporation in Darwen-street at the junction of Canterbury-street with Darwen-street proceeding thence into and along Park-road Lower Audley-street Audley-range Queen's Park-road and Queen's-road and terminating in that road at a point 1 chain measured in an easterly direction from the centre of the main entrance to Queen's Park.

Tramway No. 2 will be double line except between the following points where it will be single line—

In Audley Range and Queen's Park-road between a point 0·55 chain east of Alker-street and a point in Queen's Park-road 0·20 chain south of Audley Range.

In Queen's Park-road between a point 3·2 chains south of Audley Range and a point 5·7 chains south of Pringle-street.

In Queen's-road between a point opposite the centre of the main entrance to Queen's Park and a point 1 chain east of the centre of that entrance.

Tramway or Light Railway No. 3 commencing by a junction with the existing tramway of the Corporation in Furthergate at a point 2·40 chains measured in an easterly direction along that tramway from the centre of the junction of Cherry-street with Furthergate and passing thence along Burnley-road to and terminating in that road at the boundary between the borough and the township of Rishton.

Tramway or Light Railway No. 3 will be wholly double line.

Tramway No. 4 commencing at the junction of Jubilee-street with Darwen-street and passing thence along Darwen-street and terminating in Darwen-street at a point 1·20 chains or thereabouts south of the junction of Church-street with Darwen-street.

Tramway No. 4 will be a double line except between the following points where it will be single line:—

Between the commencement of that tramway and a point 0·50 chain north-east of the commencement thereof.

Between a point 2·45 chains north of St. Peter-street and a point 1·10 chains south-west of Church-street.

Tramway No. 5 commencing at the termination of and by a junction with the existing tramway in Preston-old-road at a point 1·90 chains measured in a south-westerly direction along Preston-old-road from the centre of Spring-lane and passing into and along that road to and terminating at the boundary of the borough as proposed to be extended at the junction of Preston-old-road with Green-lane.

Tramway No. 5 will be wholly double line.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway namely:—

Tramway No. 1 (constructed under the Act of 1882):—

In Whalley Banks and Bank Top—

On both sides between a point 1 chain west of Richard-street and a point 0·10 chain west of Duckworth-street.

Tramway No. 4 (constructed under the Act of 1882):—

In Higher Eanam—

On both sides between a point 3 chains east of Manner Sutton-street and a point 1·3 chains west of Dock-street.

In Copy Nook—

On both sides between a point 0·30 chain east of Eden-street and a point 2·3 chains west of Gate-street.

In Accrington-road—

On both sides between Fecitt Brow and a point 2·45 chains east of Eagle-street and between a point 1·1 chains east of White-birk-road and a point 0·30 chain west of the borough boundary and between points 2·4 chains and 4·15 chains east of the Old Toll Bar House and between points 5·1 chains and 1 furlong 1·8 chains east of Old Mother



Red Cap public-house and between points 1 furlong 7·95 chains and 2 furlongs 3·35 chains east of Old Mother Red Cap public-house.

In Blackburn-road—

On both sides between points 4·55 chains west and 5·80 chains east of Wolfendale Farm on the south side between points 4·65 chains and 7·8 chains west of the centre of the bridge carrying the Lancashire and Yorkshire Railway over the Blackburn-road and between a point 5·5 chains east of the centre of the said bridge and a point 3·1 chains west of the township boundary between the townships of Oswaldtwistle and Church.

On both sides between a point 5·7 chains east of the said township boundary and a point 1·2 chains west of Commercial-street.

Tramway No. 7 (constructed under the Act of 1882):—

In Penny street—

On both sides between a point 1·28 chains south of the Fleece Inn public-house and a point 0·67 chain north of Lark Hill-street.

In Lark Hill—

On both sides between a point 4 chains north of Regent-street and a point 1·08 chains south of Wrigley-street and between a point 2 chains north of Wrigley-street and a point 0·75 chain south of Old Mill-street.

In Whalley New-road—

On both sides between a point 5·80 chains north of Derikins-street and a point 2·1 chains south of Mitton-street and between a point 0·05 chain north of Mitton-street and a point 0·40 chain south of Whalley Range and between a point 1·10 chains north of Pine-street and a point 0·10 chain south of Poplar-street and between a point 1·08 chains north of Bastwell-road and a point 3·23 chains south of St. James's-road and between a point 0·20 chain north of Hawthorne-street and a point 2·65 chains north of Clarendon-road.

Tramways Nos. 1 and 2 (constructed under the Act of 1879):—

In Bolton-road—

On the east side between points 1 chain and 3·60 chains south of Infirmary-street.

On both sides between points 7 chains and 1·98 chains north of the bridge carrying the Lancashire and Yorkshire Railway over Bolton-road and between a point 2 chains south of the said railway bridge and a point 0·68 chain north of the bridge carrying Bolton-road over the River Darwen.

On the west side between a point 4·15 chains north of the borough boundary and the borough boundary.

Tramway No. 2:—

In Audley Range—

On both sides between a point 0·10 chain east of the west side of Dewhurst-street and a point 0·48 chain east of Alker-street.

In Queen's Park-road—

On both sides between the junction of Audley Range with Queen's Park-road and the junction of Queen's Park-road with Queen's-road.

Tramway or Light Railway No. 3:—

In Burnley-road—On both sides between the junction of Burnley-road with Furthergate and a point 7·95 chains west of Gorse-street and between Hole House-street and a point 1 furlong 0·30 chain west of Whitebirk-road and between points 4·20 chains and 8·30 chains west of Whitebirk-road and be-

tween points 2·48 chains west and 1·95 chains east of Whitebirk-road and between a point 0·70 chain west of the borough boundary and that boundary.

The above tramways will be made or pass from in through or into the following places or some or one of them (that is to say):—The county borough and parish and township of Blackburn the parish of Whalley and the townships of Livesey Witton, Oswaldtwistle, and Church.

The several tramways will consist of rails of the gauge of 4 feet and it is not intended to run thereon carriages or trucks adapted for use upon railways.

The motive power to be used on the tramways is animal or steam compressed air gas oil and any other mechanical power (applied by means of locomotive engines or by motors in the carriages or by means of wire or rope cables worked by stationary engines) and electric energy generated at stations and applied by means of motors in the engines or carriages or communicated by electric lines in or underground or overhead (all which powers other than animal power are herein included in the expression "mechanical power") and it is intended to apply for power to use mechanical power on all or some of the tramways.

To empower the Corporation to make such alterations of the tramways and any tramways within the borough which may for the time being be connected with any of the tramways of the Corporation or any part or parts thereof and to execute all such works on or in connection therewith and in over or under the streets or roads in which the same are laid as may be necessary or expedient for adapting the same to be worked by mechanical power and to empower the Corporation to lay down construct and maintain on in under or over the surface of any street road or place and to attach to any house building bridge or tree such posts supports brackets fittings conductors wires tubes mains plates cables ropes and apparatus and to make and maintain such openings and ways in on or under any such surface as may be necessary or convenient either for the working of the tramways of the Corporation or any tramway within the borough which may for the time being be connected with the tramways or the tramway undertaking or for connecting any portions of the said tramways or any tramways within or without the borough with any tramways or light railways within or without the borough which can be worked in connection with the tramway undertaking or for providing access to or forming connections with any generating station or stations engines machinery or apparatus.

To empower the Corporation to construct any of the proposed tramways and to reconstruct any of their existing tramways by substituting single or interlacing lines for double lines or double or interlacing lines for single lines.

To empower the Corporation when any road in which a tramway is laid is altered or widened to reconstruct such tramway in such position as they think fit.

To enable the Corporation for the construction of any tramway to increase the width of the roadway by reducing the width of any footpath.

To provide that so much of Section 34 of the Tramways Act 1870 as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the tramways and the tramway undertaking.

To authorise the Corporation for the purpose of reconstructing or constructing any tramway in

any street to take up remove or dispose of or (if thought fit) to appropriate and use in the construction of that tramway all or any of the materials now forming the existing tramways.

To empower the Corporation to make from time to time such turnouts crossings passing places sidings loops junctions and other works in addition to those specified herein as may be necessary or convenient for the efficient working of all or any of the before-mentioned tramways or light railway or for affording access to the stables carriage engine boiler and dynamo houses buildings sheds and works of the Corporation or their lessees or for effecting junctions with the system of any other corporation company or person.

To empower the Corporation from time to time when by reason of the execution of any work in or the alteration of any street road highway or thoroughfare in which any tramway or light railway channel or electric line shall be laid or placed it is necessary or expedient so to do to alter remove or discontinue all or any part of such tramway or light railway channel or electric line and to make lay down and place temporarily in the same or any adjacent street road highway or thoroughfare a substituted tramway or light railway channel or electric line or substituted tramways or light railways or channels or electric lines.

To confer on and to reserve to the Corporation and their lessees the exclusive right of using on the tramways and the tramway undertaking carriages drawn or propelled by any motive power hereinbefore mentioned and having wheels adapted to run on or in an edged grooved or other rail on such tramways.

To provide for the repair by the Corporation or their lessees or other persons bodies or authorities of any streets roads highways or thoroughfares in which any tramway or light railway channel or electric line may for the time being be laid or placed and for the use or disposition of any materials or things found or displaced in the reconstruction construction or repair of any of the tramways or light railways or channels or electric lines.

To empower the Corporation and their lessees to place and run carriages on the tramways and the tramway undertaking and on any tramway or light railway within or without the borough which may for the time being be connected with the tramway undertaking of the Corporation and to work and demand and take tolls rates and charges in respect of the use of such tramways light railways and carriages and for the conveyance of passengers animals goods minerals merchandise and other traffic thereon and therein and to confer exemptions from such tolls rates and charges and both within and without the borough to provide stables buildings carriages trucks horses harness engines motors machinery apparatus and steam electric cable and other plant (fixed and movable) necessary or convenient for working such tramways or light railways by any motive power hereinbefore mentioned and to sell exchange or dispose of such of the before-mentioned articles and things as may not be required and to apply all or some of the provisions of the Acts and Orders relating to the existing tramways of the Corporation to the proposed tramways.

To authorise the Corporation in connection with the proposed tramways to make and maintain all necessary approaches retaining walls piers abutments embankments girders cantilevers bridges arches sewers drains goits culverts excavations and other works and conveniences.

To empower the Corporation to make in any streets roads footways and thoroughfares all such alterations of levels and width of roadway and footway as may be expedient for or in connection with the construction of the said tramways and to stop-up alter divert and interfere with either permanently or temporarily (and if permanently to appropriate the site and soil of and to extinguish all rights of way over) and to cross over under or upon all such streets highways bridges thoroughfares railways tramways tramroads rivers navigations canals streams brooks watercourses sewers drains gas and water and other pipes and telegraphic telephonic and electric wires tubes pipes boxes and other apparatus as it may be necessary or convenient to stop up alter divert interfere with or cross for any of the purposes of the Bill and to extinguish all rights of way manorial commonable and other rights in over or upon any lands to be acquired under or by virtue of the powers of the Bill.

To empower the Corporation on the one hand and the Blackburn Whalley and Padiham District Light Railways Company (hereinafter called the "Light Railway Company") on the other hand to enter into and fulfil working agreements and agreements for or in relation to the working running over management and maintenance of and interchange of traffic on and the supply of rolling stock or motive power for and the fixing collection payment appropriation and distribution of tolls on their respective undertakings.

To constitute the said tramways and works for all purposes (subject to the provisions of the Bill) part of the tramway undertaking of the Corporation.

To extend the time limited by the Act of 1898 for the construction of Tramway No. 1 by that Act authorised.

To empower the Corporation to purchase portions of the light railways of the Light Railway Company in the urban district of Rishton in the event of the insolvency of the Light Railway Company or discontinuance of the said light railways or in the event of the extension of the borough so as to include the said urban district of Rishton and to constitute the said light railways if so purchased part of the tramway undertaking of the Corporation.

To authorise the Corporation to make and maintain the following street works (that is to say):—

An extension of Exchange-street commencing at the east side of Tacketts-street opposite the east end of Exchange-street and proceeding thence in an easterly direction and terminating by a junction with Victoria-street.

A widening of Northgate on the west side thereof commencing at Duke-street and terminating at Blakey Moor.

A widening of Blakey Moor on the north-east side thereof commencing at the west side of Northgate and terminating at the south-west side of Queen-street.

A widening of Duke-street on the south side thereof commencing at the west side of Northgate and terminating at a point drawn in a westerly direction along Duke-street 57 yards or thereabouts from the west side of Northgate.

A new street commencing at a point opposite the termination of the last-mentioned widening of Duke-street 63 yards or thereabouts west of the west side of Northgate and terminating by a junction with Blakey Moor at or near the termination of the said widening of Blakey Moor and 4 yards or thereabouts east of Queen-street.

A widening and improvement of Follywell-street on the south-easterly side thereof between Hodson-street and Whalley Range.

A new street commencing at a point in Richmond-terrace on the northerly side thereof opposite the junction of that street with Tacketts-street and proceeding thence in a northerly direction and terminating in Richmond Hill at the southerly end thereof.

The said street works will pass or be made and maintained wholly in the said borough and township of Blackburn in the county Palatine of Lancaster.

To authorise the Corporation to deviate in the construction of the said street works both vertically and laterally to the extent shown on the deposited plans and sections or to be defined by the Bill or prescribed by Parliament.

To enable the Corporation for all or any of the purposes of their existing Acts and of the Bill to appropriate and use any lands for the time being belonging to them and to purchase or otherwise acquire compulsorily or by agreement the lands (including in that expression where used in this Notice houses buildings easements and other property) delineated on the deposited plans and described in the deposited book of reference hereinafter referred to and the Bill will or may seek power to enable the Corporation to purchase compulsorily or by agreement such easements as may be requisite for the widening of the said streets and the construction of the said new street or any of them without purchasing the land over which the same will be made and also to purchase by agreement such further lands as they may require for any of the purposes of their existing Acts or of the Bill.

To authorise the Corporation in connection with the said street widenings and new streets to make such subsidiary works junctions and communications with and diversions widenings or alterations of the lines or levels of existing streets as may be necessary or expedient and to alter stop-up enclose or appropriate any street square place court alley or passage whether a thoroughfare or not as may be necessary or expedient and to alter any steps areas cellars windows channels pipes or spouts and to remove all obstructions and to set out and lay out carriage and footways and to sell dispose of or utilise materials of houses and buildings purchased or taken by them under the powers of the Bill and to declare and constitute all houses and lands laid into and appropriated for new streets and street widenings part of the public streets and highways of the borough and repairable as such.

To authorise the Corporation to stop-up and extinguish rights of way over so much of the Market-square as may be authorised by the Bill to be appropriated to the purposes thereof and also the streets and parts of streets following namely: Engine-street Caunon-street Queen-street the part of Duke-street not required to form the new street hereinbefore described as commencing 63 yards west of the west side of Northgate and terminating by a junction with Blakey Moor and so much of Sumner-street as lies between Byrom-street and the south easternmost corner of the outbuildings belonging to the Cattle Market Hotel and to vest in the Corporation the sites and soil thereof respectively.

To make provisions with regard to streets and buildings in the borough and to include in the term "new street" any highway within the borough repairable by the inhabitants at large and to provide that no building shall be erected or re-erected upon any such highway which is of a less

width than 42 feet and to authorise the Corporation to define the future lines of streets repairable by the inhabitants at large and the distance from the centre of such streets at which buildings shall be erected and to provide for compensation to the owners and others interested in buildings required to be set back to the prescribed line and for vesting lands thrown into such streets in the Corporation and for setting off against any compensation payable to any such owner or other person any benefit that may accrue to him from the widening or improvement of any such street and to provide penalties for infringement of the proposed provisions.

To prescribe the future width of streets to be laid out and widened and to provide that such width shall not be less than 42 feet and that no new street shall be laid out nor any dwelling-house erected thereon without an intersecting street at such intervals as may be prescribed by the Bill to provide that no new street shall be a cul-de-sac and to enable the Corporation to declare where any new street shall begin and end and to alter and amend Section 16 of the Act of 1882.

To empower the Corporation to alter the width of foot and carriage-ways in any streets and to prevent soil and sand from being washed into streets and to define and regulate the height of buildings to be erected in any street. To provide that the conversion of two or more dwelling-houses into one or the conversion of a dwelling-house to any other use shall be deemed new buildings and to provide for the proper ventilation of rooms in buildings used for human habitation and to prevent the erection of stables within 10 yards of any dwelling-house.

To authorise the Corporation to extend and alter the Town Hall and to erect an assembly room with a lecture hall and other rooms offices buildings and conveniences together with cold air stores thereunder and to erect a new sessions house police station police courts fire brigade station and firemen's houses or dwellings and all buildings and offices convenient to be used therewith and to appropriate remove rebuild and make such alterations and improvements to and in the site and buildings now used as a sessions house police courts police station and fire brigade station as they may deem expedient or necessary for adapting such site and buildings to the purposes of such extension and alteration of the Town Hall and the erection of such assembly room lecture hall rooms offices buildings and conveniences and to such cold air stores and for all or any of such purposes.

To acquire or take on lease or appropriate for the purposes of the intended Act the following lands (that is to say):—

For extension of town hall new assembly room and cold air stores.

A plot of land situate in the said borough and township of Blackburn in the county Palatine of Lancaster containing by admeasurement 1,797 square yards or thereabouts and bounded on or towards the west by the east end of the present town hall on the east by Victoria-street on or towards the north by a straight line drawn in a north-easterly direction from the north-easternmost corner of the said town hall to Victoria-street and on the south by a straight line drawn in a similar direction from the south-easternmost corner of the said town hall to Victoria-street.

For new sessions house police courts police station and fire brigade station and firemen's houses:—

A plot of land situate in the borough and township of Blackburn aforesaid containing by admeasurement 10,420 square yards or thereabouts and bounded on the south and south-west by Blakey Moor as proposed to be widened on the west and north-west by the proposed new street on the north by Duke-street as proposed to be widened and on the east by Northgate as proposed to be widened.

A plot of land situate in the borough and township of Blackburn as aforesaid containing by admeasurement 1,482 square yards or thereabouts and bounded on the north in part by the rope walk belonging to Roger Pomfret and in part by the gable end of shop No. 79 Northgate belonging to the said Roger Pomfret on the south by Duke-street on the east by Northgate and on the west by Duke-street Mill.

A plot of land situate in the borough and township of Blackburn containing by admeasurement 732 square yards or thereabouts and bounded on the north by Duke-street Mill on the south by Queen-street on the east by Duke-street and on the west by a back road leading out of Blakey Moor.

To authorise the Corporation to stop-up and extinguish so much of Tacketts-street as may be required for the purposes of the intended Act and to vest the site and soil thereof in the Corporation or to arch over so much of Tacketts-street as aforesaid.

To authorise the Corporation to use or permit the use of the Town Hall Assembly Rooms and other buildings and conveniences for such purposes as the Corporation may think fit or as may be prescribed by the Bill and to furnish fit up and equip the same and to appoint and pay persons for the custody and management thereof and to make bye-laws for regulating the use thereof and to charge for admission to and use of the same.

To enable the Corporation to erect an organ in the Town Hall Assembly Hall or any such other hall or room as aforesaid and to appoint and pay an organist and to provide for the payment of the expenses connected with the Assembly Hall or other hall or rooms out of the borough fund and for the application of all moneys received for the use of or admission to the Assembly Hall and such other hall or rooms.

To authorise the Corporation in connection with any markets or public slaughter-houses or abattoirs to provide a refrigerator or cold air store together with an ice-making apparatus and such other apparatus as may be necessary in connection therewith and to purchase by agreement lands necessary for the same and to demand and take tolls rents and charges for the same and to make and sell ice.

To authorise the Corporation upon the lands hereinafter described to erect and maintain lock up shops with lodging-houses for the working classes thereover and to let such shops and to apply the rents received in respect thereof.

The land above referred to is:—

A plot of land situate in the borough and township of Blackburn aforesaid containing by admeasurement 2,165 square yards or thereabouts and bounded on the north-west by Penny-street on the south-east by property in Jardine-street belonging to William Bates and Thomas Baines and by a back road on the north-east by property in Plough Barn-yard belonging to Messrs. Duttons and on the south-west by No. 40 Penny-street and houses in rear belonging to Martha Stones and a back road behind.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure by the said intended works and which houses and buildings may not be required to be taken for the purposes thereof.

To extend the existing powers of the Corporation as to the holding sale lease exchange and disposal of surplus lands for the time being belonging to them.

To make better provision with regard to the registration control management and supervision of common lodging-houses and with regard to the sanitary conveniences to be provided therein for imposing penalties for offences against the proposed enactments of the Bill and to provide for the annual registration of such lodging-houses.

To empower the Corporation to purchase by compulsion or by agreement all or any of the lands required for the purposes of the Bill and for the purpose of securing sites for the erection of suitable houses and buildings adjoining the said new streets and street works and to appropriate and use for the purposes of the Bill and of the local Acts affecting the borough any lands for the time being belonging to or vested in them and to purchase such additional lands as they may require by agreement and to purchase easements by agreement and to authorise persons empowered by the Lands Clauses Acts to sell lands to grant any such easements.

To empower the Corporation to redeem ground and other rents payable by them in respect of any lands heretofore acquired or hereafter to be acquired by them upon such terms as may be agreed on between the Corporation and the person or persons entitled to any such rents or as in case of difference may be settled by arbitration and to make applicable the provisions of the Lands Clauses Act 1845 to any such arbitration and to provide for the vesting in the Corporation, freed from any such rents of the lands in respect of which such rents shall be redeemed.

To prohibit any person from driving or having the care of more than one vehicle drawn by any animal or animals or by any other motive power within the borough or from attaching any vehicle drawn by any animal or animals or by any other motive power to or behind any other vehicle and to impose penalties for any such offence and provide for the recovery thereof and to amend the Highway Act 1835 and the Towns Police Clauses Act 1847 and the Locomotives on Highways Act 1896 in relation to the matters aforesaid and to provide for compelling persons driving or having the care of any vehicle drawn by animal or other motive power to observe the rule of the road and to obey the instructions of the police at any public crossing.

To provide for dealing with persons having possession of goods or money believed to be stolen or unlawfully acquired and for the punishment of such offenders.

To enable the Corporation to prohibit the erection or extension of dams weirs or other erections or obstructions upon across or in rivers and to compel owners of dams weirs obstructions reservoirs tanks or enclosures in or upon any river to provide and keep in repair proper and efficient sluice gates for letting off and returning the water retained by any such erections and to provide for the removal of all erections and obstructions which impede the free flow of water in any river and for compensation to persons having a legal right to any such erection or obstruction required to be removed and to enable the Corporation to require the owner or occupier of any weir

dam obstruction reservoir tank or enclosure to empty and cleanse the same and replace the water let off therefrom with clean water and to authorise the Corporation to remove all rubbish and other matter from rivers.

To make further provisions with respect to water-closets and closet accommodation and the conversion of existing closet accommodation and the apportionment of expenses between joint owners and with respect to nuisances the drainage of and the water supply to houses and buildings the flushing and ventilation of drains and closets the inspection and construction reconstruction repair and laying-out of drains waterclosets and other sanitary apparatus and the discovery of nuisances and for enforcing the proper drainage and supply of water to properties and to provide that expenses incurred by the Corporation under the Bill may be declared a charge upon the premises in respect of which they are incurred and for the prevention of the user or conversion of any building constructed for human habitation as or into a stable or pigstye and to regulate the position in relation to such buildings of any stable or pigstye.

To authorise the Corporation to appoint more than one inspector of nuisances and to enable officers of the Corporation to institute proceedings and to make provision for the notification by the principals of schools in case of infectious disease arising in any school.

To make provision for regulating the manufacture and sale of ices or ice creams and the premises on which the same are manufactured sold or stored and for preventing the same being exposed to infection or contamination and for the notification of the outbreak of infectious disease among persons employed in the manufacture or sale of the same.

To provide for the imposition of penalties for selling milk from diseased cows and failure to isolate such cows and to provide for the notification of disease in cows and to empower the medical officer of health or other authorised person to enter dairies byres and cowsheds within the borough or beyond the borough if milk produced therein or supplied therefrom is believed to be sent to the borough and to take samples of milk and to inspect and examine the cows and to require the owners or occupiers of such dairies byres and cowsheds to render all reasonable assistance and to authorise the Corporation to make orders prohibiting the selling of milk of cows affected with tuberculosis or diseased udders or any disease which might render the use of such milk dangerous or injurious to health and to provide for the giving of notice to the Corporation in cases of tuberculosis or other disease as aforesaid and in other respects to make better provision for the prevention of infectious disease arising or likely to arise from the supply of milk whether within or beyond the borough.

To authorise the Corporation to generate electricity and to erect maintain work and use on the land in the borough hereinafter described or any part thereof stations for generating transforming transmitting conveying and distributing electrical energy with all necessary buildings engines dynamos batteries accumulators motors generators machinery appliances apparatus and conveniences and to generate transform transmit convey and distribute electrical energy accordingly. The works above referred to are:—

The whole of the lands situate in George-street and now used for gasworks purposes and known as No. 1 gasworks containing by admeasurement 9,249 square yards or thereabouts and bounded on the north by Jubilee-

street on the south by George-street on the east by Bridge-street and the River Blakewater and on the west by Back Darwen-street.

To empower the Corporation to supply electric energy within any adjoining district or parish and to enable the Corporation and any county-district or parish council and any company or person to enter into and fulfil contracts and agreements for or in relation to the supply of electric energy by the Corporation to such council company or person respectively for any purpose for which they may respectively require the same and for the transfer to the Corporation of all or any of the powers duties liabilities obligations and works of any such council company or person for or in relation to the generation and supply of such energy and for the execution of the works and the acquisition of the lands requisite for such generation and supply and to enable the contracting parties respectively to apply their funds rates and revenues and any monies they are authorised to raise and not required for the purposes for which they were authorised and to borrow further monies and to levy rates and charges and the Bill will or may empower the Corporation to exercise all or any of the powers of the Electric Lighting Acts 1882 and 1888 and also of the Act of 1882 and may extend the area of supply as thereby constituted.

To authorise the Corporation with the consent of the Urban District Council of Rishton to supply electrical energy to any company person or persons requiring the same within the district of that council and to supply such energy in bulk or otherwise to the said district-council for all purposes for which they may require the same.

To empower the Corporation to provide sell let for hire and fix set up alter repair and remove electric motors and engines and arc and other lamps meters and all other electric fittings and apparatus and all materials and to do all work necessary for the same to take and recover such remuneration in respect thereof as the Corporation may think fit and to authorise the Corporation to refuse to supply gas or electrical energy to any person whose payments for the supply of either gas or electrical energy or for any of the articles and things hereinbefore mentioned is for the time being in arrear.

To exempt from distress or seizure under any process of law electrical fittings motors engines and apparatus hired from the Corporation and to restrict the placing above ground of any electric line over or across any street and to provide for the removal of any line so placed without the consent of the Corporation.

To authorise the Corporation to appoint a borough auditor or borough auditors and to make provisions with regard to such appointment or appointments.

To authorise the letting of firemen's dwellings not required as dwellings for firemen and to provide for the removal of discharged employes of the Corporation from houses provided for them.

To prevent persons not licensed by the Corporation from selling or exposing for sale otherwise than in their own houses or places of business within the borough any article or thing in respect whereof the Corporation are entitled to take any toll &c. under the provisions of the Act of 1882.

To authorise the Corporation to pay or contribute towards payment of a band or bands of music and to provide and enclose an area within which such band or bands shall play and to make bye-laws with reference to the time and

place where such band or bands may play and the payments to be made for admission to any enclosure.

To authorise the Corporation to make bye-laws and regulations for preventing trespass on or upon any lands or buildings used for water-works hospitals infirmaries and nurses' homes and the grounds attached to any such institutions.

To provide for the purchase and closing of private slaughter-houses compulsorily or by agreement and the compensation to be made by the Corporation therefor and the discontinuance of the use of any such premises as slaughter-houses and to amend or repeal Section 219 of the Act of 1882.

To make provision as to the retention sale leasing or other disposition of the lands forming the sites of such slaughter-houses and as to the application of moneys to those purposes.

To authorise the Corporation to increase the rate leviable under the Technical Instruction Acts 1889 and 1891 to any extent not exceeding two pence in the pound and to apply the surplus moneys so raised after adequately providing for technical and manual instruction to the purpose of any other form of education and to delegate the application of any such money to the Technical Instruction Committee or any other committee or authority specially appointed by the Corporation.

To empower the Corporation to impose penalties for breach or non-compliance with all or any of the provisions of the intended Act 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 and to extend the powers of the Corporation in regard to the bye-laws under the Public Health Acts.

To provide for the necessary application of penalties the laying and making of informations and complaints and the authentication of service of notice and other documents.

To authorise the Corporation to borrow money for the construction and re-construction of tramways and for the purposes of their tramway undertaking for street improvements for the extension of the Town Hall, for the erection of new Assembly and other Rooms and Cold-Air Stores new Sessions House Police Courts Police Station and Fire Brigade Station and Firemen's houses and for the erection of common lodging-houses for the housing of the working classes and for the purposes of their electric lighting undertaking and for such other purposes as may be deemed expedient and to charge the moneys so proposed to be borrowed on the borough fund and borough rate and the general district rate or other local rates and the estates undertakings tolls rates rents revenues and other property of the Corporation or any of such securities and to execute and grant mortgages debentures debenture or other stock in respect thereof and to authorise the Corporation to apply any of the funds or any money borrowed or authorised to be borrowed under former Acts to all or any of the purposes of the intended Act.

To alter if thought expedient the security on which any moneys borrowed or to be borrowed for the purposes of so much of the Tramway undertaking as was acquired by the Corporation from the Blackburn and Over Darwen Tramways Company and to charge the same on such

other rate or fund as the Corporation may decide.

To vary or extinguish all or any rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill and to confer other rights and privileges and it is intended so far as may be necessary for any of the purposes of the Bill to repeal enact amend revive or incorporate with the Bill with or without amendment and alteration all or some of the provisions of the local and personal Acts relating directly or indirectly to the Corporation or to the existing or extended borough or any part thereof or to any public body having jurisdiction for any purpose in or over any part or parts thereof or to any of the districts or local authorities hereinbefore referred to.

The Bill will or may enable the Corporation to exercise with or without alteration all or any of the powers of the Lands Clauses Municipal Corporations Public Health Sanitary Local Loans Tramways Gas Electric Lighting and other public Acts relating to municipalities and local authorities and will or may incorporate by reference or in extenso any provision deemed expedient of those respective Acts with such modifications as may be contained in the Bill and to repeal or alter all or any bye-laws in force in the added area or any part or parts thereof and generally to make and enforce bye-laws and regulations for any of the purposes of the Bill.

And notice is hereby also given that on or before the 30th day of November instant plans and sections of the beforementioned works showing the lines situation and levels thereof and the lands proposed to be taken compulsorily 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 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 Lancaster at his office at Preston in that county and that on or before the said 30th day of November instant a copy of the said plans sections and book of reference with a copy of this Notice published as aforesaid will be deposited with the Town Clerk of the borough at the Town Hall Blackburn and so much of the said plans sections and book of reference as relates to each of the parishes townships or places following together with a copy of the Gazette Notice will on or before the said 30th day of November be deposited as follows namely:—As regards the township of Livesey with the Clerk to the Parish Council of that township at his office in Livesey; as regards the township of Witton with the Clerk to the Rural District Council of Blackburn at his office in Blackburn; as regards the urban district of Oswaldtwistle with the Clerk to the Urban District Council at his office at Oswaldtwistle; and as regards the urban district of Church with the Clerk to the Urban District Council at his office at Church.

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, 1900.

Dated this 16th day of November, 1900.

ROBERT E. FOX, Town Clerk, Blackburn,  
Solicitor for the Bill.

TAHOUDINS and HITCHCOCK, 20, Victoria-  
street, Westminster, Parliamentary  
Agents.



In Parliament.—Session 1901.

Kingston-upon-Thames Corporation.

(Construction of Tramways; Breaking up of Streets; Power to work or lease Tramways; Tolls &c.; Mechanical Power; Street Improvements; Agreements with Owners &c. of and Powers as to Light Railways and Tramways; Agreements with and Powers to Surbiton District Council; Freedom of Parts of Fairfield from Fair Rights and Appropriation thereof; Stopping up of Portions of Footpaths and Roadway; Application of Funds; Rates and Borrowing Powers; Amendment and Repeal of Acts &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mayor Aldermen and Burgesses of the borough of Kingston-upon-Thames in the county of Surrey (hereinafter respectively referred to as "the Corporation" and "the borough") for leave to bring in a Bill for effecting the objects or some of the objects following (that is to say):—

To authorise the Corporation to construct maintain and work or to lease the street tramways hereinafter described 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 joins or intersects 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 produced 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 as follows:—

Tramway No. 1.—Wholly in the parish and borough of Kingston-upon-Thames commencing in Portsmouth-road at the point where the borough boundary crosses the road passing thence in a northerly direction along Portsmouth-road into and along High-street Eden-street London-road and Kingston Hill and terminating in Kingston Hill at the point where the borough boundary crosses Kingston Hill.

Tramway No. 1A.—Wholly in the parish of Coombe in the urban district of the Maldens and Coombe in the county of Surrey commencing by a junction with Tramway No. 1 at its termination as hereinbefore described and passing thence into and along George-road and terminating in that road at a point 1.50 chains or thereabouts from the junction of that road and Kingston Hill.

Tramway No. 2.—Wholly in the parish and borough of Kingston-upon-Thames, commencing in London-road by a junction with Tramway No. 1 at a point 0.40 chain or thereabouts measured in an easterly direction from the junction of Eden-street London-road and Clarence-street passing thence in a westerly direction into and along Clarence-street Kingston Bridge Approach and Kingston Bridge over the River Thames and terminating thereon at the point where the borough boundary crosses that bridge.

Tramway No. 2A.—Wholly in the parish and urban district of Hampton Wick in the county of Middlesex, commencing by a junction with Tramway No. 2 at its termination as above described passing thence in a

westerly direction along Kingston Bridge and the western Approach-road thereto into High-street Hampton Wick and terminating in the last-named street by a junction with the tramway of the London United Tramways Limited authorised by the London United Tramways Act 1900 at a point 0.70 chain or thereabouts measured in a south-westerly direction from the junction of High-street and the Bridge Approach.

Tramway No. 2B.—Wholly in the parish and urban district of Hampton Wick in the county of Middlesex commencing in the western approach to Kingston Bridge by a junction with Tramway No. 2A at a point 1.60 chains or thereabouts measured in an easterly direction from the junction of the said approach and High-street Hampton Wick passing into High-street and terminating therein by a junction with the tramway of the London United Tramways Limited authorised by the London United Tramways Act 1900 at a point 1.70 chains or thereabouts measured in a north-easterly direction from the junction of the aforesaid approach and High-street.

Tramway No. 3.—Wholly in the parish and borough of Kingston-upon-Thames commencing in London-road by a junction with Tramway No. 1 at a point 1 chain or thereabouts measured in a westerly direction from the junction therewith of Richmond-road passing into and along Richmond-road and terminating therein at the point where the borough boundary crosses the last-named road.

Tramway No. 4.—Wholly in the parish and borough of Kingston-upon-Thames commencing in London-road by a junction with Tramway No. 1 at a point 1 chain or thereabouts measured in a southerly direction from the junction of Park-road London-road and Kingston Hill passing into and along Park-road and terminating therein at a point 0.20 chain or thereabouts measured in a southerly direction from the junction of Park-road and King's-road.

Tramway No. 5.—Wholly in the parish and borough of Kingston-upon-Thames commencing in London-road by a junction with Tramway No. 1 at a point 0.60 chain or thereabouts measured in a westerly direction from the junction of Cambridge-road and London-road passing into and along Cambridge-road and terminating therein at the point where the borough boundary crosses that road.

Tramway No. 6.—Wholly in the parish and borough of Kingston-upon-Thames commencing in London-road by a junction with Tramway No. 1 at a point 0.60 chain or thereabouts measured in a westerly direction from the junction of Fairfield West with London-road passing into and along Fairfield West and terminating therein at a point 4.50 chains or thereabouts from the junction of Fairfield West with London-road.

Tramway No. 6A.—Wholly in the parish and borough of Kingston-upon-Thames, commencing in London-road by a junction with Tramway No. 1 at a point 0.70 chain or thereabouts measured in an easterly direction from the junction of Fairfield West with London-road passing into Fairfield West and terminating therein at a point 0.70 chain from the above mentioned junction of Fairfield West with London-road.

Tramway No. 7.—Wholly in the parish and

borough of Kingston-upon-Thames commencing in Eden-street by a junction with Tramway No. 1 at a point 1 chain or thereabouts measured in an easterly direction from the junction of St. James's-road with Eden-street passing into and along St. James's-road Penrhyn-road Surbiton-road and Maple-road and terminating in the last-named road at or about the junction of Claremont-gardens therewith.

Tramway No. 7A.—Commencing in Maple-road in the parish and borough of Kingston-upon-Thames by a junction with Tramway No. 7 at its termination passing along Maple-road Claremont-road and Victoria-road and terminating in the last-named road in the parish and urban district of Surbiton at a point 1 chain or thereabouts measured in a south-westerly direction from the junction of Claremont-road and Victoria-road.

Tramways Nos. 1 1A 2 3 4 5 6 6A 7 and 7A will be situate in the county of Surrey.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides hereinafter mentioned of the streets or roads and the nearest rail of the tramway:—

Tramway No. 1 in Portsmouth-road on both sides thereof.—(1) From the commencement of the tramway for a distance of 3 chains; (2) between points respectively 1.50 chains and 0.30 chain measured in a southerly direction from the junction of Anglesea-road with Portsmouth-road; (3) between points respectively 1 chain and 1 furlong 0.80 chain measured in a northerly direction from the junction of Anglesea-road with Portsmouth-road; (4) between points respectively 6.20 chains and 9.30 chains measured in a northerly direction from the junction of Surbiton-road with Portsmouth-road.

In High-street on both sides thereof.—(1) Between points respectively 1.50 chains and 3.30 chains measured in a northerly direction from the junction of South-lane and Portsmouth-road; (2) between points respectively 0.20 chain and 2.10 chains measured in a northerly direction from the junction of Kingston Hall-road with High-street.

In High-street on the west side thereof.—Between points respectively 4.20 chains and 8 chains measured in a north-easterly direction from the junction of Kingston Hall-road with High-street.

In High-street on the east side thereof.—Between points respectively 4.20 chains and 6 chains measured in a north-easterly direction from the junction of Kingston Hall-road with High-street.

In Eden-street and London-road on both sides thereof.—From the junction of Market-place and Eden-street to a point 1.60 chains measured in an easterly direction from the junction of Eden-street and London-road.

In London-road on both sides thereof.—(1) Between points respectively 3.10 chains and 5.80 chains measured in an easterly direction from the junction of Fairfield West with London-road; (2) from the junction of Queen Elizabeth-road with London-road to a point 6.40 chains measured in an easterly direction from the said junction; (3) from a point 1 chain measured in a westerly direction from the junction of Cambridge-road with London-road to a point 0.50 chain measured

in a westerly direction from the junction of Birkenhead-avenue with London-road; (4) between points respectively 0.70 chain and 2.80 chains measured in a south-westerly direction from the junction of Manorgate-road with London-road.

In Kingston Hill on both sides thereof

(1) between points respectively 1.10 chains and 2.10 chains measured in a north-easterly direction from the junction of Park-road with Kingston Hill; (2) between points respectively 2.90 chains and 5.70 chains measured in a north-easterly direction from the junction of Park-road with Kingston Hill; (3) between points respectively 3.50 chains measured in a south-westerly direction and 1.70-chains measured in a north-easterly direction from the junction of Queen's-road with Kingston Hill; (4) between points respectively 2.20 chains and 5.20 chains measured in a north-easterly direction from the junction of Gloucester-road with Kingston Hill; (5) from a point 2.40 chains from the termination of the tramway to its termination.

Tramway No. 1A.—In Kingston Hill and George-road on both sides thereof for the whole length of the tramway.

Tramway No. 2.—In Clarence-street on both sides thereof from the commencement of the tramway to the eastern side of Wood-street.

In the eastern approach to Kingston Bridge and on Kingston Bridge on both sides thereof from the western side of Thames-street to the termination of the tramway.

Tramway No. 2A.—On Kingston Bridge and in the western approach thereto on both sides thereof from the commencement of the tramway for a distance of 7.70 chains.

Tramway No. 3 in Richmond-road on both sides thereof.—(1) From a point 2.50 chains from the commencement of the tramway to a point 2.40 chains measured in a northerly direction from the junction of Canbury Park-road with Richmond-road; (2) between points respectively 1.80 chains measured in a southerly direction and 1.60 chains measured in a northerly direction from the junction of Acre-road with Richmond Road; (3) between points respectively 0.50 chain measured in a southerly direction and 2.50 chains measured in a northerly direction from the junction of Osborne-road with Richmond-road; (4) from a point 1 chain measured in a southerly direction from the junction of Durlston-road with Richmond-road to the termination of the tramway.

Tramway No. 4.—In Park-road on both sides thereof.—(1) From a point 0.50 chain measured in a northerly direction from the junction of Clifton-road with Park-road to the southern side of Princes-road; (2) between points respectively 1.60 chains measured in a southerly direction and 1.40 chains measured in a northerly direction from the junction of Tudor-road with Park-road.

Tramway No. 5.—In London-road on the south side thereof and in Cambridge-road on the west side thereof from the commencement of the tramway for a distance of 3.20 chains.

In Cambridge-road on the eastern side thereof between points respectively 0.80 chain and 3.20 chains from the commencement of the tramway.

In Cambridge-road on both sides thereof from

a point 1.40 chains measured in a south-easterly direction from the junction of Asylum-road with Cambridge-road to the termination of the tramway.

Tramway No. 6.—In London-road on the south side thereof and Fairfield West on the west side thereof from the commencement of the tramway for a distance of 1 chain.

Tramway No. 6A.—In London-road on the south side thereof and Fairfield west on the east side thereof for the whole length of the tramway.

Tramway No. 7.—In Eden-street on the south side thereof and St. James'-road on the east side thereof from the commencement of the tramway for a distance of 3 chains.

In St. James'-road on the west side thereof between points respectively 1.30 chains and 3 chains from the commencement of the tramway.

In St. James'-road and Penrhyn-road on both sides thereof from a point 4.20 chains measured in a northerly direction from the junction of Kingston Hall-road with St. James'-road to a point 0.30 chain measured in a northerly direction from the junction of Bittoms-lane with Penrhyn-road.

In Penrhyn-road on the west side thereof between points respectively 0.80 chain measured in a northerly direction and 0.50 chain measured in a southerly direction from the junction of Southsea-road with Penrhyn-road.

In Penrhyn-road and Surbiton-road on the east side thereof between points respectively 0.20 chain and 4.50 chains measured in a southerly direction from the junction of Southsea-road with Penrhyn-road.

In Surbiton-road on the west side thereof between points respectively 4.70 chains and 2.30 chains measured in a northerly direction from the junction of Surbiton-crescent with Surbiton-road.

In Surbiton-road on both sides thereof between points respectively 2.20 chains and 3.70 chains measured in a southerly direction from the junction of Surbiton-crescent with Surbiton-road.

In Maple-road on both sides thereof between points respectively 2.60 chains and 1.60 chains measured in a northerly direction from the junction of Claremont-Gardens with Maple-road.

Tramway No. 7A.—In Maple-road and Claremont-road on the east side thereof between points respectively 4.40 chains measured in a northerly direction and 5.50 chains measured in a southerly direction from the junction of Adelaide-road with Claremont-road.

In Maple-road and Claremont-road on the west side thereof between points respectively 4.40 chains measured in a northerly direction and 4.50 chains measured in a southerly direction from the junction of Adelaide-road with Claremont-road.

To authorise the Corporation in connection with the Tramways Nos. 1 and 3 to lower the level of (a) London-road between points respectively 0.70 chain measured in a south-westerly direction and 0.90 chain measured in a north-easterly direction from the centre of the bridge carrying the London and South Western Railway over London-road (b) Station-road from a point 0.65 chain measured in a south-easterly direction from the junction thereof with London-road to that junction (c) Clifton-road (western branch) from a point 0.85 chain measured in a north-westerly direction from

the junction thereof with London-road to that junction (d) Richmond-road between points respectively 1.00 chain measured in a southerly direction and 1.25 chains measured in a northerly direction from the centre of the bridge carrying the London and South Western Railway over Richmond-road. To sanction and give effect to arrangements for the paving and if required the widening of Surbiton-road between Surbiton-crescent and the south end of that road.

The power intended to be used for moving carriages or trucks on the intended tramways will be animal electrical steam or cable power or compressed air or gas or oil motors or other mechanical power and the gauge of the intended tramways will be 4 feet 8½ inches and it is not intended to run on the tramways carriages adopted for use on railways.

To authorise the Corporation in connection with the intended tramways—

(a) To place and run carriages on and to work and to demand take and recover tolls rates and charges for the use of the intended tramways by carriages passing along the same and for the conveyance of passenger or other traffic upon the same and to confer vary or extinguish exemptions from the payment of such tolls rates and charges.

(b) To make from time to time such crossings passing places turnouts 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 intended tramways or for providing access to or forming junctions with any stables or carriage sheds generating stations or works and to alter double to single lines or vice versa or double or single to interlacing lines or vice versa and to lay down construct erect and maintain on in under or over the surface of any street road or place or to attach to any house or building brackets posts conductors wires tubes mains plates cables and apparatus and to make and maintain openings and ways in on or under any such surface.

(c) To remove or discontinue the use of any part of the intended tramways or any of them 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 and to make in the same or any adjacent street road or thoroughfare in the said parish and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the part of tramway so removed or discontinued to be used or intended so to be.

(d) To hold acquire and use patent and other rights or licences relative to motive power or otherwise.

(e) To purchase and take on lease sell and dispose of lands or to appropriate any land for the time being belonging to them to the purposes of the Bill.

To make provision for the use and disposal by the Corporation of any paving or road materials extracted by the Corporation in the construction of the intended tramways or the exercise of the powers of the Bill.

To empower the Corporation to provide stables buildings carriages trucks harness engines machinery apparatus horses electrical and other plant appliances and conveniences for working the intended tramways and any other tramways which may be acquired leased or worked by them and to sell exchange or dispose of the same and

to alter and extend the provisions of the Kingston-upon-Thames Electric Lighting Order 1891 and to enable the Corporation to generate and utilise electrical power for the purposes of any tramways for the time being worked by them whether situate within or outside the said borough and to contract with any person for the supply to them or purchase from them of electricity for such purposes.

To incorporate in the Bill and to confer upon the Corporation in connection with the said intended tramways and works connected therewith and otherwise in exercise of the powers of the Bill and whether with or without exception or alteration all or some of the provisions of the Tramways Act 1870 and especially but not exclusively the provisions of that 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 tramways with flange-wheeled carriages &c. to bye-laws and to offences and to exempt the Corporation and any part of the intended tramways which may be situate outside the borough from the provisions of the said Act of 1870 with respect to the purchase of tramways by local authorities or to apply such provisions to the said tramways and to the Corporation with such modifications and on such conditions as the Bill may define.

To make special provision for the prevention of damage to the tramways and works of the Corporation.

To authorise the Corporation in connection with the improvement of the building line of the streets respectively known as Portsmouth-road and South-lane in the parish and borough of Kingston-upon-Thames and county of Surrey to narrow the said road on its north-easterly side at and near the junction of the said lane therewith commencing at a point 4 yards or thereabouts southward of the Anglers public house premises in that road and terminating at or about the southern end of South-lane and to stop-up portions of the roadway and footway of Portsmouth-road and to vest the site and soil of the portions so stopped up in the Corporation or in such persons as the Bill may prescribe freed and discharged from all rights of way and other public rights thereover and if thought fit to empower the Corporation to exchange the portions of road so stopped up for any lands required for the improvement of the building line of Portsmouth-road and South-lane or either of them.

To empower the Corporation to deviate laterally from the lines of the said narrowing of Portsmouth-road and vertically from the levels thereof and of the alteration of London-road and Richmond-road as shown upon the plans and sections to be deposited as hereinafter mentioned.

To empower the Corporation to open and break-up for any of the purposes of the Bill the surface of and to cross divert stop-up and otherwise interfere with and to alter widen or narrow the roadways and footways of streets roads highways footpaths railways tramways bridges sewers drains pipes wires tubes and other apparatus within the parishes mentioned in this Notice.

To empower the Corporation on the one hand and the owner or lessee of any tramway or light railway which can be conveniently worked in connection with any of the tramways for the time being of the Corporation on the other hand to enter into and carry into effect agreements for all or any of the following purposes (that is to say):—

(1) The purchase sale lease working running over use management and maintenance by the contracting parties of all or any of their

respective tramways light railways and works or any part or parts thereof respectively;

- (2) The making of all necessary junctions;
- (3) The supply of rolling stock plant machinery electrical energy or any motive power necessary for the purposes of such agreement and the employment and appointment and removal of officers and servants;
- (4) The payments to be made and conditions to be performed in respect of such working use management and maintenance and the interchange accommodation and convenience transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties;
- (5) The payment collection division and apportionment of the tolls rates or other receipts arising upon the respective undertakings and to confer upon the Corporation and upon such owners and lessees all necessary powers to enable them to carry any such arrangement into effect including the power of levying and recovering tolls rates and charges.

To authorise the Corporation on the one hand and the Surbiton Urban District Council on the other hand to enter into and carry into effect arrangements with respect to the construction repair maintenance and working of the portion of Tramway No. 7A which will be situate within the urban district of Surbiton and of any tramway or tramways which may in future be authorised to be constructed in connection therewith within that District and for the leasing of any such tramways to the Corporation and the exercise by such District Council of any of the powers proposed to be conferred upon the Corporation in relation to such portion of Tramway No. 7A by the Bill and if and so far as may be thought fit to empower the said District Council to exercise such powers in lieu of the Corporation and to apply their funds rates and revenues to all or any of the purposes of the Bill or of such arrangements and to borrow money on the security of such funds rates and revenues for any of such purposes.

To sanction confirm and give effect to any agreement or agreements which may have been or may be entered into between the Corporation and the Surbiton Urban District Council or any other such body or person as aforesaid.

To free from all fair and other public rights such portions of the lands in the parish and borough of Kingston-upon-Thames known as "The Fairfield" and lying between the roads known as Fairfield West Fairfield-road Fairfield East and Fairfield North as the Corporation may require to appropriate and use for the erection of a tramway depôt and car shed adjoining Fairfield West and to empower the Corporation to appropriate and use such lands accordingly and to stop up and discontinue the existing public footpath across the portion so appropriated and if thought fit to construct a substituted footpath or footpaths across other portions of the said Fairfield in lieu of the footpath so stopped up.

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 to make and levy additional and to alter existing rates and charges and to confer exemptions for the payment of rates and charges and for the purposes of their Tramway and Electric Lighting Undertakings and for all or any of the purposes of the Bill to

borrow on mortgage or bonds or to create and issue stock charged on the security of any such funds moneys rates rents or revenues and of any undertaking or property of the Corporation.

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.

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 following local and personal Acts of Parliament (that is to say):—The Kingston-upon-Thames Improvement Act 1855 the Kingston-upon-Thames Improvement Act 1888 the Kingston-upon-Thames Corporation Act 1900 and any other Act or Acts relating to the Corporation or the borough.

And notice is hereby also given that plans and sections showing the lines situations and levels of the works proposed to be authorised by 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 Surrey at his office at Kingston-upon-Thames in that county and with the Clerk of the Peace for the county of Middlesex at his office at the Guildhall Broad Sanctuary Westminster 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 following areas in or through which the said works or any part thereof are or is intended to be made together with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows (that is to say):—In the case of the borough of Kingston-upon-Thames with the Town Clerk of that borough at his office at Kingston-upon-Thames and in the case of the urban districts of Surbiton the Maldens and Coombe and Hampton Wick with the Clerks to the district councils of those districts respectively at their respective offices.

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 1900.

HAROLD A. WINNER, Town Clerk, Kingston-upon-Thames.

REES and FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Shireoaks Laughton and Maltby Railway. (Incorporation of Company; Construction of Railway from the Great Central Railway at Shireoaks to Maltby in the West Riding of the County of York; Compulsory Purchase of Lands; Stopping up and Diversion of Streets and Roads etc.; Underpinning; Purchase of parts only of certain Property and Exemption from ninety-second section of Lands Clauses Consolidation Act 1845; Tolls Rates and Charges; Power to the Great Central Railway Company to subscribe; Working and Traffic Arrangements with the Great Central Railway; Running Powers and Facilities; 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

No. 2724<sup>o</sup>.

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the following or some of the following among other purposes (that is to say):—

To incorporate a Company (hereinafter called "the Company.") and to confer upon the Company powers to make and maintain the Railways in the West Riding of the County of York hereinafter described or some part or parts thereof respectively with all necessary stations sidings approaches buildings works and conveniences connected therewith respectively (that is to say):—

1. A Railway (No. 1) commencing in the parish of North and South Anston by a junction with the Great Central Railway at a point 14 chains or thereabouts measured in an easterly direction along that railway from the cattle creep or cattle arch thereunder at or near Fanfield Farm passing thence from in through or into the parishes townships and places of North and South Anston, Dinnington St. Johns with Throapham, Laughton-en-le-Northen, Brookhouse, Slade Hooten Hooten Levitt or some or one of them and terminating in the parish of Maltby in a field Nod. 307 on the 25 inch ordnance map 1892 edition at a point in the northern fence of the said field 3 chains or thereabouts measuring in a westerly direction along the said fence from its junction with the fence of Maltby Wood.

2. A Railway (No. 2) commencing in the parish of Thorpe Salvin by a junction with the Great Central Railway at a point 34 chains or thereabouts measuring in a westerly direction along that Railway from the before-mentioned cattle creep or cattle arch thereunder at or near Fanfield Farm thence passing from in through or into the parishes and places of Thorpe Salvin and North and South Anston and terminating in the field numbered 150 on the 25 inch ordnance map 1893 edition at a point 11½ chains or thereabouts measured in a north-westerly direction from the south-east corner of the said field and 5 chains or thereabouts measured in a north-easterly direction from the south-western corner of the said field.

The Bill will authorise the Company to exercise the powers and effect the objects following viz.:—

To deviate laterally from the lines of the intended Railways and works to the extent shown on the plans thereof hereinafter mentioned or as may be provided by the Bill and also to deviate vertically from the levels shown on the sections thereof hereinafter mentioned.

To cross stop up alter divert or otherwise interfere with temporarily or permanently all such roads streets highways bridges rivers streams canals railways tramways pipes sewers drains telegraph or telephone 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 railways and works.

To underpin or provide for the underpinning or otherwise strengthening and securing of any house building or premises near to the railways and works which may be affected or rendered insecure by any of the intended works and which house building or premises may not be required to be taken under the provisions of the Bill.

To purchase and take either compulsorily or by agreement lands houses and other property for the purpose of the intended railways and works and also easements and rights in over or upon lands and other property.

To purchase and take by compulsion notwithstanding Section 92 of the Lands Clauses Con-

consolidation Act 1845 a part or parts only of any house building or manufactory without being required or compelled to purchase the whole thereof.

To enable the Company to demand take and recover tolls rates and charges upon or in respect of the intended railways and works and to confer vary or extinguish exemptions from tolls rates and charges.

To enable the Company on the one hand and the Great Central Railway Company on the other hand from time to time to enter into and carry into effect agreements and arrangements with respect to the raising of the Company's capital by subscription or otherwise, the working use management and maintenance by the contracting companies of the intended railways and works of the Company or any part thereof the management regulation interchange collection transmission and delivery of traffic upon or coming from or destined for the railways of the contracting companies the supply and maintenance of engines stock and plant for the purposes of any such agreement or arrangement the fixing collection payment appropriation apportionment and distribution of the tolls rates income and profits arising from the respective Railways and works of the contracting Companies or any part thereof and the employment of officers and servants and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To empower the Company on such terms and conditions and on payment of such tolls rates and charges as may be agreed on or may be settled by arbitration or prescribed by the Bill to run over and use with their engines carriages and waggons clerks officers and servants whether in charge of or accompanying any engines or trains or for other purposes and for the purposes of their traffic of every description the Railway and portion of Railway hereinafter mentioned, viz. :—

So much of the Great Central Railway as lies between the junctions therewith of the said intended Railway and the Shireoaks station thereon including that station.

Together with all roads platforms points signals water watering places engines sheds standing room for engines carriages and waggons booking and other offices warehouses sidings loading and unloading places turntables junctions machinery works and conveniences of or connected with the said Railway and station.

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 from time to time during the construction of the Railways interest or dividends on any shares or stock of the Company.

The Bill will vary and extinguish all existing rights easements and privileges which would interfere with its objects and it will incorporate with or without exceptions and modifications the provisions of the "Companies Clauses Consolidation Act 1845" and the "Companies Clauses Acts 1863 and 1869" the "Lands Clauses Acts" and the "Railways Clauses Consolidation Act 1845" and the "Railways Clauses Act 1863" and so far as may be necessary for any of the purposes aforesaid the Bill will amend the following local and personal Acts or some of them (that is to say) :— 12 and 13 Vic. cap. 81 and all other Acts relating to the Great Central Railway Company (formerly the Manchester Sheffield and Lincolnshire Railway Company).

Duplicate plans and sections showing the lines and levels of the intended railways and works and the lands houses and other property which may be taken for the purposes thereof together

with a book of reference to the 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 intended railways delineated thereon to show its general course and direction and a copy of this Notice as published in the "London Gazette" will on or before the thirtieth 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 so much of the said plans sections and book of reference as relates to each of the parishes and places in or through which the intended works or any part thereof are to be made or in which any lands or property intended to be taken are situate will be deposited together with a copy of this Notice published as aforesaid as follows :—

As regards any parish having a parish council with the clerk of the parish council or if there be no clerk with the chairman of that council at his office or residence as the case may be ;

As regards any parish comprised in a rural district and not having a parish council with the clerk of the district council in whose district such parish is situate.

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 13th day of November, 1900.

DEVONSHIRE and Co., Solicitors, 1, Frederick's Place, Old Jewry, London.  
W. and W. M. BELL, 27, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Lancashire and Yorkshire Railway (Dearne Valley Junction Railways).

(New Railways in West Riding of Yorkshire; Purchase of Lands and Easements Compulsorily and by Agreement; Diversion and Stopping up Roads and Footpaths; Exemption from provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Under-pinning; Agreements with and Powers to Local Authorities; Levying Tolls; Additional Capital; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that application 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 make and maintain in the West Riding of the County of York the railways hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith respectively, (that is to say) :—

Railway No. 1, commencing in the parish of Crofton by a junction with the Wakefield, Pontefract, and Goole Railway of the Company, at a point about 210 yards east of the Crofton Junction Signal Cabin, and terminating in the parish of Shafton by a junction with the Dearne Valley Railway now in course of construction in the field numbered 56 on the 25-inch Ordnance map (1893) Yorkshire (West Riding) Sheet CCLXIII. 14.

The said railway will be situate in the following parishes, or some or one of them (that



is to say):—Crofton, Walton, in the rural district of Wakefield; Winterset, Ryhill, Havercroft - with - Cold Hiendley, South Hiendley, and Shafton, in the Rural District of Hemsworth.

Railway No. 2, wholly situate in the said parish of Crofton, commencing by a junction with the said Railway No. 1 in the field numbered 234 on the 25-inch Ordnance map (1893), Yorkshire (West Riding) Sheet CCXLVIII. 12, and terminating by a junction with the Wakefield, Pontefract, and Goole Railway of the Company, at a point about 25 yards south-west of the bridge carrying the said railway over the Wakefield and Doncaster road.

2. The Bill will extinguish all rights of way over, and will empower the Company to stop up and extinguish all rights over, and appropriate the sites of so much of any streets, roads, and footpaths as will become unnecessary by reason of the said railways and works, or as are shown on the deposited plans as intended to be stopped up or diverted, 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 whensoever the Company shall have acquired any lands or houses on both sides of any such street, road, or footpath shown on the deposited plans, and described in the deposited books of reference, the Bill will empower the Company to stop up and extinguish all rights over, and appropriate the site and soil of so much of such street, road, or footway as is co-terminous with the lands or houses so acquired.

3. 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 them, in connection with and for the purposes of the said intended railways and 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 constructing the said intended railways and 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 intended railways and 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.

4. To enable the Company to purchase so much only of, or an easement in, over, or under 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.

5. 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 said intended railways and works, and which houses and buildings may not be required to be taken for the purposes thereof.

6. To provide by what means and by what road authorities, bodies, or persons, the new or diverted, or substituted streets, roads, or footpaths to be constructed, diverted, or substituted under the powers of the Bill shall be maintained and repaired, and the Bill will or may provide

that as respects the said intended railways the Company shall not be liable under the 46th Section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road which shall be carried over the said intended railways by a bridge or bridges, unless the level of such road is permanently altered so as to increase the gradient of any part thereof.

7. To empower the Company on the one hand, and any municipal, sanitary, highway, or local authority, and any county, urban, or rural district, or parish council, and any company or person or persons, 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 or modification of any works, the contributing to the cost thereof, the substitution of any other work or works in lieu of those authorised or agreed to be done or executed, and the cost thereof and incidental thereto, the construction, repair, and maintenance of any streets, 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 and council 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 at any time hereafter may be entered into for or in relation to any of the matters aforesaid.

8. 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.

9. To authorise the Company to levy tolls, rates, and charges for and in respect of the said intended railways and works, and to alter existing tolls, rates, and charges, and to exercise other rights and privileges, and to grant exemption from the payment of tolls, rates, and charges.

10. 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, widenings, 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.

11. The Bill will vary or extinguish all existing rights or privileges which would 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 Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863. And it will or may, so far as may be deemed expedient, repeal, alter, and enlarge the powers and provisions of the following Act (that is to say):—6 and 7 Will. IV., cap. 111, and any other Act or Acts relating to the Company or their undertaking; and the Dearne Valley Railway Act, 1897, and any Act relating directly or indirectly to the Dearne Valley Railway Company or their undertaking.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands 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, also an Ordnance map, with the railways 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 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 so much of the said plans and sections as relates to the respective areas hereinafter mentioned, in or through which the intended railways, and other works will be made, or in which any lands are intended to be taken, together with a copy of so much of the book of reference as relates to such respective areas, and a copy of this Notice as published in the *London Gazette*, will be deposited as follows (that is to say):—In the case of the parishes of Crofton, Walton, Ryhill, Havercroft-with-Cold Hiendley, South Hiendley, and Shafton, with the Clerk of the Parish Council of those respective parishes, at his residence; and in the case of the parish of Wintersett, with the Clerk to the Rural District Council of Hemsworth, at his office at Hemsworth.

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, 1900.

CHRIS. MOORHOUSE, Hunt's Bank, Manchester, Solicitor for the Bill.

Dyson and Co., 9, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

#### Horley District Gas.

(Dissolution and Re-incorporation of Horley District Gas Company Limited; Capital Powers; Supply of Gas within Existing Limits of Supply; Maintenance and Extension of Existing and Construction of New Works; Construction of Subway and Laying down of Pipes under Balcombe-road and Slopes thereof; Manufacture and Storage of Gas and Residual Products; Purchase of Lands by Compulsion &c.; Laying of Mains Pipes &c.; Power to Supply Stoves Fittings &c.; Rates; Agreements with and Powers to Local Authorities &c.; Provisions as to Laying Pipes in Private Roads; Prepayment of Gas Rates &c.; Measurement of Gas Regulations as to Fittings &c.; Amendment or Repeal of Acts and Order.)

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):—

1. To dissolve the Horley District Gas Company Limited (hereinafter called "the Limited Company") and to cancel or annul their Memorandum of Association and any special resolution under which they are now acting and to provide for the winding-up dissolution and re-incorporation into a Company (hereinafter called "the Company") of the Proprietors of the Limited Company or some of them with or without other persons or corporations.

2. To vest in the Company all the undertaking works land property stock plant interests rights powers privileges easements licenses and agree-

ments and benefits of licenses and agreements of the Limited Company.

3. To declare define and regulate the undertaking capital and borrowing powers and to make provision for the regulation and management of the affairs and proceedings of the Company and to authorise them to raise money by the creation and issue of shares and stock (ordinary or preferential or both) and by borrowing on mortgage or otherwise and to create and issue debenture stock.

4. To authorise the Company to supply gas for public and private purposes to and within the existing limits of supply of the Limited Company as defined by Section 5 of the Horley District Gas Order 1886 confirmed by the Gas Orders Confirmation (No. 2) Act 1886.

5. To authorise the Company to maintain alter improve enlarge extend and renew or discontinue the existing gasworks of the Limited Company upon the lands on which the same are erected or any part thereof being the lands firstly hereinafter described and on those lands and also on the lands secondly hereinafter described or on any of them or any part or parts thereof respectively to erect lay down make maintain alter improve enlarge extend and renew or discontinue with all necessary roads approaches sidings and conveniences gasworks retorts gasometers receivers purifiers drains sewers mains pipes meters lamps lamp-posts machinery and other apparatus appliances works and conveniences and to do all such acts as they think proper for the making manufacture conversion utilisation storage and supply of gas and coke and other products employed or obtained in or resulting from the manufacture of gas and matters producible therefrom and to make store and supply gas and to manufacture convert store sell supply and deal in gas coke tar pitch asphaltum lime ammoniacal liquor sulphate of ammonia and all other products or residuals of any materials employed in or arising or resulting from the manufacture of gas and matters producible therefrom.

The lands above referred to are:—

Firstly.—Land situate in the parish of Horley in the rural district of Reigate in the county of Surrey now reputed to belong to the Limited Company and in their occupation containing by admeasurement 1 acre and 2 roods or thereabouts and bounded on the north by a bridge carrying Balcombe-road over the London Brighton and South Coast Railway immediately to the northward of the Limited Company's Gas Works at Horley aforesaid. On the South partly by the Horley Brewery premises and partly by an accommodation road leading to those premises from Balcombe-road on the east by Balcombe-road and on the west by the London Brighton and South Coast Railway.

Secondly.—Two pieces of land situate respectively in the parish of Horley aforesaid being so much and such parts of the slope of the embankment of Balcombe-road numbered 860 on the  $\frac{1}{2500}$  Ordnance map (2nd edition 1896) of the said parish of Horley and of the field numbered 859 on the same Ordnance map as would be included within the eastern side of Balcombe-road and an imaginary line commencing at a point in the said side of the said road 50 feet south of the point at which the boundary between the said field numbered 859 and the field numbered 841 on the same Ordnance map would if produced in a straight line westwardly intersect the said side of the said road running thence in a direction parallel

to the said boundary between the said fields so numbered 859 and 841 for a distance of 350 feet thence running southwardly for a distance of 500 feet parallel to Balcombe-road and thence running to a point in the said eastern side of Balcombe-road immediately opposite the accommodation road leading from Balcombe-road to the Horley Brewery premises.

6. To authorise the Company to purchase by compulsion or agreement the lands hereinbefore secondly described and to hold for the purposes of their undertaking all or any of the lands hereinbefore described and also to purchase hold sell let or dispose of lands houses tenements and hereditaments within the limits of supply as hereinbefore defined for the purposes of the undertaking of the Company.

7. To empower the Company to construct and maintain under Balcombe-road above mentioned and under the slopes of the embankment thereof a subway or tunnel commencing at a point under the works of the Limited Company midway between their two gasholders running thence in a line at right angles to the centre line of Balcombe-road into and terminating in the property numbered 859 as aforesaid at a point immediately to the north-eastward of the south-western boundary thereof and to lay a line or lines of pipes under Balcombe-road and the slopes thereof aforesaid commencing at or near the entrance gates into the works of the Limited Company from Balcombe-road running thence eastwardly for about 150 feet into and terminating in the land secondly above described on which the Bill will empower the Company to make and maintain gasworks and other works.

8. To empower the Company to maintain alter and renew or to take-up and discontinue any existing mains pipes pillars and other works of the Limited Company whether situate within or without the limits of the supply of gas as above defined and to lay down make and maintain and from time to time renew or discontinue new or additional mains pipes pillars and other works in along through over and under and for those purposes and any other purposes in connection with their undertaking to open and break-up cross alter or stop-up all turnpike and other roads high-ways streets pipes sewers canals navigations rivers streams bridges railways and tramways within the limits above defined for the supply of gas.

9. To authorise the Company to manufacture purchase supply sell and let stoves ranges engines motors and meters and apparatus for the automatic supply of and payment for gas and apparatus for heating cooking ventilating or motive power or for any other purpose for which gas may be utilised and to fix remove or alter the same or any other fittings or apparatus and to do any work or services in connection therewith and to supply gas for the aforesaid purposes or by the aforesaid means or any of them and to demand and take and recover rates rents and charges differential or otherwise for the supply of gas and for the sale or hire of stoves ranges engines motors meters and other apparatus and for services performed by the Company and to confer vary or extinguish exemptions from the payment of any such rates rents and charges and to confer vary and extinguish other rights and privileges.

10. To authorise the Company to take purchase hold and use patent rights or licenses or authorities under letters patent for the use of inventions relative to the manufacture conversion utilisation or distribution of gas and of such materials and residual products as aforesaid.

11. To enable the Company to enter into and carry into effect contracts and arrangements for the supply of gas in bulk or otherwise for any purpose whatsoever with any corporation county council urban or rural district council parish council railway company or any other company body or person 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 Bill will confer all necessary powers in that behalf upon all such corporations councils 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 and raise additional funds by rates or otherwise and the Bill will sanction and confirm with or without modification any agreements already made or which prior to the passing of the Bill may be made touching the aforesaid matters or any of them.

12. To confer upon the Company the same powers of laying down and maintaining mains pipes and apparatus in streets roads and places not dedicated to the public as they from time to time possess in respect of public streets and roads to make provision for the prepayment of gas rates rents and other charges in certain cases and for the measurement of gas and the registration and testing of meters and for service of notices by and on the Company and the protection of any meters or other apparatus of the Company from distraint and otherwise to authorise the Company to refuse to supply persons in debt to the Company to inspect pipes and fittings and regulate and prohibit the use of improper or insufficient pipes and fittings and to empower the Company to erect fit up let and dispose of houses and cottages for offices and servants.

13. 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 Bill and to confer other rights and privileges.

14. To alter amend extend enlarge or to repeal and to re-enact with or without alteration all or some of the provisions of the Horley District Gas Order 1886 and of the Gas Orders Confirmation (No. 2) Act 1886 confirming such Order and the Redhill Gas Act 1865 and any other Acts or Orders which may relate to or be affected by the objects of the intended Act.

And notice is hereby also given that a plan of the lands and other property which may be taken compulsorily under the powers of the Bill with a book of reference to such plan and plans and sections showing the lines situations and levels of the works proposed to be authorised by the Bill so far as they are works of the second class specified in the Standing Orders of either House of Parliament with a book of reference to the last-mentioned 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 Surrey at his office at Kingston-upon-Thames in that county and with the Clerk of the Parish Council of the parish of Horley aforesaid 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 1900.

HOLLAMS SONS, COWARD and HAWKESLEY,  
30, Mincing-lane, E.C., Solicitors for  
the Bill.

REES and FRERE, 5, Victoria street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Tyneside Tramways and Tramroads.

(Construction of tramways and tramroads in the county of Northumberland to be worked by electrical power; Compulsory purchase of lands and easements; Powers to break open, alter, and interfere with streets and roads, and to lay down, place, and erect electric lines, posts, and other works in, upon, or over streets and roads; Bye-laws; Tolls, rates, and charges; Agreements with local authorities, companies, and others; Working and traffic agreements; Provisions as to purchase by local authorities; Incorporation of Acts, and other provisions.)

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 all or some of the following purposes:—

1. To incorporate a Company (hereinafter called "the Company") and to empower the Company to make, form, lay down, maintain, and work the tramways and tramroads and other works hereinafter described, or some of them, or some part or parts thereof, all in the county of Northumberland, with all necessary and proper rails, plates foundations, sleepers, embankments, cuttings, bridges, platforms, junctions, turntables, turnouts, crossings, passing-places, pillars, posts, poles, brackets, wires, cables, tubes, conduits, street-boxes, engines, approaches, sidings, buildings, sub-stations, apparatus, machinery, appliances, works, and conveniences connected therewith. The tramways, tramroads, and works above referred to and proposed to be authorised are as follows:—

(1) Tramway No. 1.—A tramway commencing in the Newcastle and Tynemouth main road at the boundary line between the city of Newcastle-upon-Tyne and the Urban District of Walker, passing thence in an easterly direction along the said road, High-street Wallsend, Church Bank, Ropery-lane, Western-road, Potter-street, Stephenson-street, Coach Open, and Tyne View-terrace, and terminating in Howdon-road, at the boundary line between the Urban District of Willington Quay and the Borough of Tynemouth.

(2) Tramway No. 2.—A tramway to be wholly situate in the Borough of Tynemouth, commencing in Howdon-road, at the point of termination of Tramway No. 1, and passing thence first in a northerly and then in a north-easterly direction along the said road and Prudhoe-street, and terminating in that street in line with the centre of Spencer-street.

(3) Tramway No. 3.—A tramway commencing in Walker-road at the boundary between the city of Newcastle-upon-Tyne and the Urban District of Walker, passing thence along that road, Station-road Walker, Victoria-street, Fisher-street, Neptune-road, Buddle-street, and Station-road Wallsend, and terminating by a junction with Tramway No. 1 at the junction of Station-road and High-street, Wallsend.

(4) Tramway No. 4.—A tramway commencing at the western end of the roadway of Gosforth-grove, passing thence along Gosforth-grove and along the road leading to and past Gosforth Railway Station to Haddricks Mill Bridge, and terminating at the centre of that bridge at the boundary line between the Urban District of Gosforth and the parish of Long Benton.

(5) Tramroad 1A.—A tramroad commencing at

the termination of Tramway No. 4, passing thence in a north-easterly direction to Bridge-row, and thence in a south-easterly direction along the site of the Coxlodge waggon way (disused), and along York-street, Wallsend, and terminating at the junction of that street with High-street West.

(6) An alteration, by lowering the levels, of Station-road, and of its junctions with Vine-street, Holly-street, and Atkinson-terrace, all in the Urban District of Wallsend, the said alteration commencing at a point about 55 yards, measured in a south-easterly direction, from the centre of the bridge carrying the Tynemouth branch of the North Eastern Railway over that road, and terminating at a point about 88 yards, measured in a north-westerly direction, from the centre of the said bridge.

The said intended tramways, tramroad, and works will pass from, in, through, or into, and be situate in the parishes, districts, and borough following, or some or one of them (that is to say):—The parishes and urban districts of Walker, Wallsend, and Willington Quay; the townships or parishes of Coxlodge and South Gosforth, in the Urban District of Gosforth; the parishes of Long Benton and Willington, in the Rural District of Tynemouth; and the parish or township of Chirton, in the Borough of Tynemouth.

2. The said tramways and tramroad are intended to be constructed on a gauge of 4 feet 8½ inches, or such less gauge as may be prescribed in the Bill, or Parliament may sanction, and it is not intended to run thereon carriages adapted for use upon railways.

3. It is not proposed to lay any of the said tramways or tramroad in any street 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 either side of the street and the nearest rail of the tramway or tramroad, except at the places and on the side or sides of the roads hereinafter specified, that is to say:—

#### Tramway No. 1.

In the Newcastle and Tynemouth main road.—For a distance of 15 yards on the north side of the road, and for a distance of 35 yards on the south side of the road, from the commencement of the tramway; and between points respectively 25 yards and 95 yards, measured in an easterly direction from the centre of Little Benton-road, Walker; on the south side of the road; and between points respectively 118 yards and 88 yards, measured in a westerly direction from the centre of the bridge carrying the Tynemouth branch of the North Eastern Railway over the said road, on the south side of the road; and between points respectively 720 yards and 651 yards, measured in a westerly direction from the centre of York-street, on the south side of the road; and between points respectively 337 yards and 447 yards, measured in a westerly direction from the centre of York-street at its junction with High-street, on the south side of the road.

In High-street, Wallsend.—Between Portugal-place and a point 41 yards, measured in a westerly direction from the centre of Station-road, Wallsend, on the south side of the road; and for a distance of 44 yards, measured in an easterly direction from the east corner of Hedley-street, on the north side of the road; and for a distance of

44 yards, measured in a westerly direction from the west corner of Hedley-street, on the north side of the road; and for a distance of 40 yards, measured in a westerly direction from the centre of Station-road, on the north side of the road; and for a distance of 202 yards, measured in an easterly direction from the centre of Station-road, on the north side of the road; and for a distance of 700 yards, measured in a westerly direction from the level crossing of Killingworth waggon-way on the south side of the road; and between points respectively 704 yards and 638 yards, measured in a westerly direction from the same level crossing, on the north side of the road.

In Church Bank, Wallsend.—For a distance of 163 yards, measured in a westerly direction from the centre of Willington Bridge, on the north side of the road; and for a distance of 43 yards, measured in an easterly direction from the centre of the last-named bridge, on the north side of the road; and between points respectively 143 yards and 93 yards, measured in a westerly direction from the centre of the last-named bridge, on the south side of the road; and between points respectively 43 yards, measured in an easterly direction, and 40 yards, measured in a westerly direction from the centre of the said bridge, on the south side of the road.

In the Newcastle and Tynemouth main road, in the parish of Willington.—Between points respectively 43 yards and 70 yards, measured in an easterly direction from the centre of Willington Bridge, on the south side of the road.

In Ropery-lane and Keelman's-row.—Between the junction of that lane with the Newcastle and Tynemouth main road and a point 150 yards, measured in an easterly direction from the centre of the bridge carrying the Tynemouth branch of the North Eastern Railway over the said lane, on the south side of the road; and between points respectively 40 yards and 70 yards, measured in an easterly direction from the junction of the Newcastle and Tynemouth main road with Ropery-lane, on the north side of the road; and between points respectively 165 yards and 20 yards, measured in a westerly direction from the centre of the last-named bridge, on the north side of the road; and between points respectively 92 yards and 138 yards, measured in an easterly direction from the centre of the last-named bridge on the north side of the road.

In Potter-street.—Between points respectively 95 yards and 383 yards, measured in an easterly direction from the centre of the bridge carrying the Riverside branch of the North Eastern Railway over Potter-street, on both sides of the road.

In Stephenson-street.—Between points respectively 121 yards and 66 yards, measured in a westerly direction from the centre of Station-road, Willington Quay, on the north side of the road; and between points respectively 121 yards and 100 yards, measured in a westerly direction from the same point on the south side of the road; and for a distance of 108 yards, measured in an easterly direction from the centre of Station-road, Willington Quay, on the north side of the road; and between points respectively 26 yards and 106 yards, measured in an easterly direction from the centre of Station-road, on the south side of the

road; and between points respectively 40 yards and 110 yards, measured in an easterly direction from the centre of the bridge carrying the flues of Messrs. Cookson's Lead works over Stephenson-street, on the north side of the road.

In Stephenson-street and Coach Open.—For a distance of 70 yards, measured in a south-westerly direction from the junction of Coach Open with Church-street, on the north-west side of the road.

In Coach Open.—For a distance of 40 yards, measured in a southerly direction from the north-east corner of Coach Open, on the east side of the road.

In Church-street, Willington Quay.—From its junction with Coach Open, for a distance of 20 yards, measured in an easterly direction on the north side of the road; and between points respectively 66 yards and 90 yards, measured in an easterly direction from the junction of Coach Open with Church-street, on both sides of the road.

In Tyne View-terrace, Willington Quay.—For a distance of 90 yards, measured in a westerly direction from the junction of Tyne View-terrace with Howdon-road, on the north side of the road.

#### Tramway No. 2.

In Howdon-road.—Between points respectively 40 yards and 335 yards, measured in a northerly direction from the junction of Howdon-road with Tyne View-terrace, on the west side of the road; and between points respectively 150 yards and 40 yards, measured in a westerly direction from the centre of the bridge carrying the road over the Blyth and Tyne section of the North Eastern Railway, on the north-west side of the road; and between points respectively 10 yards and 86 yards, measured in an easterly direction from the centre of the west bridge carrying the road over the Backworth Colliery waggonway, on the north side of the road; and between points respectively 482 yards and 548 yards, measured in an easterly direction from the centre of the last-named bridge, on the north side of the road; and between points respectively 366 yards and 300 yards, measured in a westerly direction from the centre of Meadow Well-lane, on the north side of the road.

#### Tramway No. 3.

In Walker-road.—For a distance of 88 yards from its commencement on both sides of the road.

In Station-road and Victoria-street.—Between a point in Station-road 25 yards, measured in a westerly direction from the centre of the bridge carrying the Riverside branch of the North Eastern Railway over the said road, and a point in Victoria-street 80 yards, measured in an easterly direction from the centre of the said bridge, on the north side of the road.

In Victoria-street.—For a distance of 190 yards, measured in an easterly direction from the level crossing of the Walker Colliery waggon way in that street, on the north-west side of the road; and for a distance of 33 yards, measured in an easterly direction from the said level crossing, on the south-east side of the road.

In Fisher-street.—For a distance of 80 yards, measured in a southerly direction from the level crossing of Messrs. Wignam Richardson's siding, on the east side of the road; and between points respectively 110 yards

and 312 yards, measured in a north-easterly direction from the last named level crossing, on the east side of the road.

In the roadway between Fisher-street and Neptune-road.—For a distance of 50 yards, measured in a south-easterly direction from the centre of the bridge carrying the Riverside branch of the North Eastern Railway over the roadway, on both sides of the road; and for a distance of 20 yards, measured in a north-westerly direction from the centre of the same bridge, on the north-eastern side of the road.

In Buddle-street.—For a distance of 30 yards, measured in a south-westerly direction from its junction with Station-road, Wallsend, on the east side of the road.

In Station-road, Wallsend.—Between Buddle-street and High-street, on the south-west side of the road; and for a distance of 43 yards, measured in a north-westerly direction from the junction of Station-road with Hadrian-road, on the north-east side of the road; and for a distance of 12 yards, measured in a south-easterly direction, and a distance of 100 yards, measured in a north-westerly direction, from the centre of the bridge carrying the Tynemouth branch of the North Eastern Railway over Station-road, on the north-east side of the road.

Tramway No. 4.

In Gosforth-grove.—For a distance of 95 yards from the centre of High-street, Gosforth, on the south side of the road; and between points respectively 332 yards and 399 yards, measured in a north-easterly direction from the centre of High-street, Gosforth, on the south side of the road; and between points respectively 592 yards, and 659 yards, measured in a north-easterly direction from the centre of High-street, Gosforth, on the south-east side of the road; and from the junction of Church-road with Gosforth-grove to the termination of the tramway on both sides of the road.

Tramroad 1A.

In York-street.—For its entire length on both sides of the street, and at Haddrick's Mill Bridge, on both sides of the road, for the length of the bridge.

Note.—The measurements are taken in every case along the centre of the road in which the lines are to be laid.

4. To empower the Company to work the intended tramways and tramroad by electrical energy, which is intended to be communicated to electric motors by means of electric lines in or under the ground or overhead.

5. To authorise the Company to deviate from the lines of the intended tramroad shown on the deposited plans hereinafter mentioned to the extent shown on those deposited plans, and vertically from the levels of the said tramroad shown on the deposited sections hereinafter mentioned, to such extent as may be authorised by the intended Act.

6. To empower the Company, for the purposes of the intended Act, to break up, cross, alter, widen, raise, lower, narrow, divert, stop up, and interfere with (either temporarily or permanently) streets, roads, highways, footpaths, bridges, streams, watercourses, sewers, drains, pavements, gas and water mains and pipes, railways, tramways, and telegraphic, telephonic, electric lighting and other pipes, wires and apparatus, and works within the parishes and places aforesaid.

7. To empower the Company to lay down, construct, erect and maintain, renew and remove,

on, in, under or over the surface of any street, road, or place, such rails, posts, pillars, conductors, transformers, street-boxes, lines, wires, cables, tubes, conduits, contacts, mains, plates and apparatus, and to make and maintain such openings and ways in, on, or under any such surface, and to attach to any house, bridge, or building such lines, wires, supports, brackets and fittings, as may be necessary or convenient for the working of the proposed tramways and tramroad by electrical power, or for obtaining a supply of such power, or for providing access to or connection with any generating stations, electric lines, or cables, or works, or with any depôt engines, machinery, or apparatus of the Company.

8. To empower the Company for the purposes of the intended works, and for other the purposes of the intended Act, to purchase or acquire by compulsion or agreement, or to take on lease, lands, houses, and buildings in the parishes and places aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands, houses, and buildings, and to extinguish all rights of way over any lands which may be acquired under or for the purposes of the intended Act.

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

10. To provide for and regulate the user by the Company for the purposes of the intended Act of any paving, metalling, or road materials, excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

11. To empower the Company to make and maintain, from time to time, such crossings, passing-places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient for the efficient working of the intended tramways and tramroad, or any of them, or for affording access to the carriage-houses, depôts, sheds, buildings, and works of the Company, or for effecting junctions with the tramways of any other local authority, body, or company; and to authorise the Company to lay down a double line of tramway, or an interlacing line, in lieu of a single line, or *vice versa*, in any street or part of a street in which they are authorised to lay, or shall have laid, a single line of tramway, subject to such terms and conditions as may be contained in the Bill, or as Parliament may sanction.

12. To confer on and to reserve to the Company and their lessees the exclusive right of using on any of the proposed tramways and tramroad carriages having wheels adapted to run on, or in, an edged grooved, or other rail, on such tramways and tramroad.

13. To authorise and enforce bye-laws and regulations with regard to the use and working of the intended tramways and tramroad, the speed at which motors and carriages may be driven, the protection of the public, and the protection, accommodation, and good order of the passengers and goods, and other matters.



14. To provide, if thought fit, that the tramroad need not be fenced in.

15. To authorise the levying of tolls, rates, and charges for and in respect of the use of the intended tramways and tramroad, and to grant exemptions from such tolls, rates, and charges.

16. To authorise the Company on the one hand and the several local and road authorities in whose districts the intended works will be made on the other hand to enter into and carry into effect contracts and arrangements for or with respect to the construction, working, and maintenance of the intended works, or any of them or any part or parts thereof, and the works and conveniences connected therewith and accesses thereto; the alteration of the width or level of any streets or roads along which the tramways and tramroad are intended to be laid; the laying down, alteration of position, maintaining, removing, and repairing of the tramways and tramroad within their respective districts; the acquisition and appropriation of lands and property for stations and depôts; the contribution of funds and any incidental matters; and to confer upon such authorities respectively power to borrow or raise money for any of the purposes aforesaid.

17. To authorise agreements between the Company on the one hand, and the Corporation of Newcastle-upon-Tyne, the Corporation of Tynemouth, the British Electric Traction Company, Limited, or any of them, or any other local authority, company, or person, on the other hand, with respect to the use, maintenance, management, repair, working, and leasing of tramways or tramroads belonging to them respectively; with respect to the placing or running of carriages on any such tramways or tramroads, the supply of rolling stock, plant, motors, and machinery, the conveyance and interchange of traffic thereon; and the payment, collection, division, and apportionment of tolls, rates, and charges arising from such tramways, tramroads, and traffic.

18. To empower the Company on the one hand, and any company, body, or person authorised to supply electrical power on the other hand, to enter into and carry into effect agreements for or with respect to the supply by such company, body, or person of electrical energy to the Company for working the intended tramways and tramroad, and for any other purposes of the Company both within and without the area of supply of such company, body, or person.

19. To alter or amend the provisions of Section 43 (future purchase of undertaking by local authority) of the Tramways Act, 1870, or to provide that that section shall not apply to the undertaking of the Company; and to provide that the Company shall not be obliged or compellable to sell to any local authority the portion of their tramways or undertaking in the district of that authority, unless at the same time the whole of the said tramways or undertaking, including plant and rolling stock, be purchased by the local authorities or some or one of the local authorities of the several districts in which the same are or is situate.

20. To authorise the Company and the local authorities aforesaid, or any of them, to enter into and carry into effect agreements with respect to the purchase by such authorities, or some of them, of the whole of the tramways or undertaking of the Company, or any of them, or any part thereof respectively, or with respect to the user and occupation by the Company of such tramways and tramroad, or any of them or any

part thereof, for such periods as may be agreed, and for the postponement of the date at which such authority may purchase the same, and to confirm and give effect to any such agreement which may have been or prior to the passing of the intended Act may be made, and to empower any such local authority as aforesaid, to apply to any of the purposes aforesaid any of their funds or other moneys under their control, or to borrow money for those purposes.

21. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of their capital or funds from time to time during construction, interest or dividends on any shares or stock of the Company.

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

23. To confirm any agreements or arrangements which may be made during the progress of the Bill through Parliament touching any of the matters comprised in this Notice.

24. To incorporate with and make applicable to the purposes of the intended Act, all or some of the provisions, with or without amendment, of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Tramways Act, 1870; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; the Electric Lighting Acts, 1882 and 1888; the Electric Lighting (Clauses) Act, 1899; the Light Railways Act, 1896; and any Acts amending or extending those Acts respectively.

25. Duplicate plans and sections of the intended works, showing the lines, levels, and situation thereof, the plans also showing the lands intended to be taken or used for the purposes of the intended Act, together with a Book of Reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, with 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 Northumberland, at his office at the Moot Hall, Newcastle-upon-Tyne, 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 several areas hereinafter mentioned, with a copy of this Notice published as aforesaid, will be deposited for public inspection as follows:—As regards the Urban Districts of Walker, Wallsend, Willington Quay, and Gosforth, with the Clerks of the District Councils of the said districts respectively, at their respective offices; and as regards the parishes of Willington and Long Benton, with the Clerks of the Parish Councils of those parishes, at their respective residences; or, if there is no Clerk, with the Chairman of the Council at his residence; and as regards the Borough of Tynemouth, with the Town Clerk of Tynemouth, at his office in North Shields.

26. 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, 1900.

WATSON, DENDY, and BURTON, 141, Pilgrim-street, Newcastle-upon-Tyne, Solicitors for the Bill.

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

In Parliament.—Session 1901.

Gateshead Corporation.

(Street improvements, and compulsory purchase of lands therefor; Extending jurisdiction of Burial Board to the whole Borough; Power to erect Crematorium and regulation of same; Further provisions for improvement, use, and regulation of public parks, gardens, and recreation grounds, and appointment of park keepers, and other officers; For regulating street traffic and preventing obstructions, disorderly conduct, offences, nuisances and indecencies in streets and other places, and sundry police regulations; Boxing competitions; Fire prevention; Regulation and prohibition of advertisements, advertisement hoardings and vauis, and "sky signs"; Protection of milk supply; Ice creams; Provisions for preservation of health; Prevention and detection of infectious disease, sale of diseased meat and articles unfit for human food; Sundry sanitary regulations; Appointment of Inspectors of Nuisances; Sanitary Appliances in streets and buildings; Offensive trades; Cleansing of watercourses; Separation of sewage and drainage of borough; Construction of new buildings and building regulations, ovens and furnaces, cellar dwellings, open spaces about dwellings, temporary buildings and lock-up shops; Laying out and sewerage of new streets; Adoption of streets; Projections over streets; Dangerous structures; Advances by Corporation and owners for private street expenses; Apportionment of and other provisions as to private street expenses; Regulation of Common Lodging Houses; Licensing and Regulation of Marine Store Dealers, and of Hackney Carriages and other Conveyances; Inspection of Public Conveyances; Consolidation of existing parishes in Borough and transfer of powers of Vestries to Corporation; Appointment of Assistant Overseers and Collectors of Poor Rates by Corporation; Further provisions as to levying and collection of rates and assessments; Advances to School Board and Guardians of the Poor; Further borrowing powers; Bye-laws; Incorporation, Alteration and Amendment of Acts, and other provisions.)

**N**OTICE 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 Gateshead, in the county of Durham (hereinafter called "the Corporation"), for leave to bring in a Bill for an Act for the following purposes, or some of them (that is to say):—

1. To make and maintain the following street works wholly in the parish of Gateshead, in the county of Durham (that is to say):—

- (1.) A widening and improvement of Coatsworth-road, on the west side thereof, commencing at the south corner of Back Claremont-place, and terminating at a point about 102 feet measured in a southerly direction therefrom.
- (2.) An alteration and improvement of Coatsworth-road aforesaid, on the west side thereof, commencing at the easternmost corner of the house No. 1, Union-place, and terminating at the north-eastern corner of the shop No. 35, Coatsworth-road.
- (3.) A widening of the footpath of Sodhouse-bank, on the western side thereof, northward of Sour Milk-hill footroad, in front of the houses Nos. 94, 96, 98, 100 and 102.
- (4.) A widening of the footpath on the east side of West-street between the entrance to Tucker's-yard and Swinburne-street.

- (5.) A widening of the road of Ravensworth-terrace in front of the houses Nos. 21, 22, and 23, in that terrace, including the wall and entrance to the houses Nos. 24 and 25 in that terrace.

And for those purposes to empower the Corporation to purchase and take by compulsion, or agreement, the lands and houses delineated upon the plans, and described in the books of reference hereinafter respectively referred to, and to deviate from the lines of the said works, as shown upon the said plans to the extent indicated thereon, and from the levels thereof, as shown upon the said sections to such extent as may be prescribed by the intended Act.

2. To empower the Corporation to purchase and take by compulsion or agreement the pieces of land on the west side of Coatsworth-road lying between the public footpath and the houses Nos. 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139 and 141, Coatsworth-road, for improving the said road.

3. To constitute the Council of the borough (hereinafter called "the Council"), the Burial Board for the whole borough, to the exclusion of any other burial authority within the borough; and to empower the Council to erect a crematorium for the cremation of human remains in their intended new cemetery on the Saltwell Hall Estate, in the parish of Gateshead, and in the field numbered 72 on the Ordnance map of the said parish (scale  $\frac{1}{25000}$ ), Edition 1897, and to make regulations as to the cremation of such remains in such crematorium, and the cases in which cremation shall be permitted, and the mode in which, and the conditions under which the same may take place, and to prescribe the charges and fees which may be demanded and taken by the Corporation for cremations at the said crematorium.

4. To authorise the Corporation to set apart portions of any public park, garden, or recreation ground (all of which are hereinafter included in the expression "public park") belonging to them for cricket, football, archery, and other games, and for the drill of volunteers, yeomanry, cadets, or the military or police forces; to provide swings gymnasium, and apparatus for games and recreations for the use of the public in any such public park, and to charge for the use thereof, and to lease or grant the right to provide and charge for such apparatus; to authorise the Corporation to place, or authorise persons to place, seats or chairs in any such park for the use of the public, and to charge for the use thereof, and for preventing injury or damage thereto, and to enclose any lakes or pieces of water in any public park for the purpose of skating, and to charge for admission thereto, and to erect refreshment rooms, pavilions, and other buildings and conveniences in any public park, and to charge for admission thereto; and to let any such refreshment rooms, pavilions, and other buildings, and close the same to the public on such days or for such periods as the Corporation may think fit; and to make and enforce bye-laws and regulations for the regulation of the public parks and the persons using the same or admitted thereto, and for regulating or preventing the admission of vehicles, bicycles, dogs, horses and other animals therein, and with respect to the several other matters aforesaid, and to appoint officers for enforcing the observance of such bye-laws and regulations; and to empower the Corporation to pay or contribute to the payment of a band of music for the Borough.

5. To make better provision for regulating street-traffic, and for maintaining order and preventing obstructions in the streets within the borough, for preventing disorderly and indecent behaviour in the streets and other places, and the exhibition of indecent shows and exhibitions, for prohibiting boxing competitions except in licensed buildings or places within the borough, and to provide for the licensing of buildings and places in which such competitions may be held, for the protection of notice boards belonging to the Corporation, for the prevention of accidents from the carriage of articles and things on footways, and of obstructions to the footways, for the prevention of gambling and the assembling of crowds in streets and open places; for the prohibition and regulation of street cries and street musicians, and the prevention of street noises; for regulating the driving of cattle and dangerous beasts in streets, and with respect to stray dogs, and the destruction of rabid animals and dogs; for the regulation of shows, circuses and other exhibitions, and preserving order therein; for the prevention of danger from whirligigs and swings, and from the use of firearms in shooting galleries and ranges; to prevent nuisances from the frying of fish, and other obnoxious trades; for the disposal of lost property; and to extend the provisions of Sections 28 and 29 of the Town Police Clauses Act, 1847, to unfenced grounds and other places.

6. To make better provision for the prevention and extinction of fires; to give the officers of the fire brigade of the Corporation sole charge and control of operations at fires; to empower the Corporation to erect firemen's cottages, and to let the same to their firemen at such rents or free from rent as the Corporation think fit; and to enable the Corporation to erect, fix, and lay down in streets within the borough or in adjacent districts, telegraphic and telephonic posts, wires, and apparatus for providing communication with the fire station of the Corporation, and to authorise the Corporation to make agreements with authorities and owners of works and buildings in adjacent districts with respect to the services of the fire brigade of the Corporation, and the protection of their property from fire, and the payments to be made for such services.

7. To provide for the regulation of advertisement hoardings, and to prohibit their erection or use without the consent of the Corporation; to prohibit the use of walls or fences abutting on or adjoining public streets for advertising purposes without such consent; to prohibit or regulate the use of advertising vans; and to prohibit or regulate the erection of sky-signs, and to require the removal of existing sky-signs, and to define what are to be deemed "sky-signs."

8. To make further or better provision for regulating the manufacture and sale of ice creams and other similar commodities within the borough, and for the control of the manufacturers and vendors thereof, and with respect to the inspection of dairies within or without the borough, and the supply of milk within the borough, and to require dairymen supplying milk within the borough to notify to the Corporation or their officers cases of infectious disease among their servants, and of tuberculosis in dairies, and to furnish to the Corporation lists of their customers and of their sources of milk supply in certain cases; to impose penalties for selling the milk of diseased cows, and to require the isolation of diseased cows; to enable the Medical Officer of Health or other officers of the Corporation to inspect cows, and to take samples

of milk both within and beyond the borough; and to provide for payment of compensation by the Corporation to persons suffering loss by the exercise of the aforesaid powers.

9. To make further and better provision for detecting, and for preventing, the spread of infectious diseases, and for requiring notice to be given of such diseases, and of infected premises, and particularly in regard to the following matters: for preventing the supply and sale of diseased meat, or articles of food, unfit for food of man; for the purifying, disinfection and destruction of bedclothes, or articles of clothing, and to prevent infected bedding and clothes being sent to the wash; to require persons engaged in washing and mangling clothes to furnish lists of the names and addresses of the owners thereof; to prohibit persons suffering from infectious disease from using any public conveyance, and to prohibit the carriage of infected persons in such conveyances; to require drivers of public conveyances to give notice to the medical officer of health of the user thereof by infected persons; and to provide for the disinfection of such conveyances by the Corporation, to prohibit children suffering from infectious diseases or residing in infected houses from attending school; to require principals of schools to furnish lists of their scholars; to prohibit infected persons carrying on business connected with the supply of food or clothing, and to prevent the employment of persons or workpeople in infected premises; to make further provision for the removal of infected persons to hospitals in certain cases; to prohibit the holding of wakes in the case of persons who have died from any infectious disease; to enable the Corporation to provide ambulances for use in cases of sickness or accidents within the borough, and to provide nurses for attendance on persons suffering from infectious diseases, and to charge for such services; and to authorise the Corporation to pay the expenses of persons other than paupers received into hospital for infectious disease in certain cases.

10. To make further and better provision with respect to sanitary matters within the borough, and the appointment of Inspectors of nuisances. To empower the Corporation to charge for emptying privies of rubbish, to require the use of pail closets or ash closets in certain cases, and the provision of urinals; to make further provision with respect to the supply of common courts with water closets, and sanitary arrangements, the filling up or removal of cesspools, privies, and ash pits, and other receptacles, the provision of proper access to privies and ash pits, the construction of cisterns, and of discharge pipes from baths or lavatories, the cleansing of tanks, cisterns, and other like receptacles for water; the supply of water to houses, requiring notice of cutting off of water supply to inhabited houses to be given to the Corporation; the ventilation of sewers; the provision of sinks, drains, and other necessary appliances in houses; and with respect to cellar dwellings; the level of ground floors in new buildings; the connecting of private drains with the sewers of the Corporation; the construction and repair of water closets and drains; the ventilation of soil pipes; prohibiting use of rain-water pipes as soil pipes; the inspection of drains, water closets, earth closets, privies, and cesspools; the reconstruction of drains; the examination and repair of old drains; the application of the smoke test to drains; to require owners of inns and public-houses to provide urinals; to prohibit the placing of conveniences, in public

streets and places without the consent of the Corporation; to prohibit the burning of cork, rags, and other refuse, or offensive substances, and the carrying on of offensive trades near streets and dwelling houses; the blowing or stuffing of carcasses; the use of privies or water-closets in cellars, and of underground cisterns. To prevent soil and sand from being washed into the streets, and the filling in or embanking of land or ground with offensive materials; to make better provision for cleansing and removal of obstructions in rivers, streams, and watercourses; and for entry upon premises for carrying into effect the powers of the Public Health Act, 1875; and to enable the Corporation to construct separate systems of sewers and drains for the separation of the sewage and drainage of the borough, and for that purpose to require owners and occupiers of property to construct separate systems of drains and sewers; and to make provision for the payment of the expenses of such works and necessary alterations of existing sewers and drains by the owners and occupiers or by the Corporation; to empower the Corporation to provide public water-closets and other conveniences in or under streets or on land belonging to them; to define the meaning of "establishing a new business," under Section 112 of the Public Health Act, 1875.

11. To make further provision and to confer further powers upon the Corporation, with respect to buildings and the materials to be used in the construction thereof, the mode of construction, the sanitary and structural arrangement, and the height, elevation, and position of buildings; the height, ventilation, and cubic capacity of rooms used for habitation, and to define what are to be deemed "buildings" and "new buildings" for the purposes of the intended Act and of the Public Health Acts; with respect to the deposit and approval of plans of new streets and new buildings, the time for the approval or disapproval of such plans, and the form and materials of such plans, and to require fresh notices and deposit of plans where the works are not commenced within the prescribed periods; for regulating the level of the ground floor and prohibiting the construction of cellars or basements to houses in districts liable to floods, and for requiring cellar walls to be made water tight; for regulating the construction of ovens and furnaces and the height of chimneys; for preventing the rebuilding of existing courts, and the building over or closing the entrances thereto; for requiring the paving and draining of courtyards, passages, and backyards; providing open spaces about kitchens, cellars, and underground rooms; for regulating the erection and use of temporary buildings and defining "temporary buildings"; for preventing the use of lock-up shops and other places for purposes of habitation; with respect to the laying out of new streets and roads, and the sewerage thereof; prescribing the line or direction, width, level, and construction of new streets and roads; altering position or direction of new streets; defining commencement and ending of new streets; regulating the future line of frontage of buildings in existing streets and roads; prohibiting the commencement or erection of new buildings before streets are defined, sewered, kerbed, and paved or panned, and defining the future line of streets; for requiring the repair by owners of streets not repairable by the inhabitants at large, and for requiring back streets to be kerbed; to make further provision with respect to the adoption by and vesting of private streets in the Corporation; and the vesting of sewers in the Cor-

poration; the admission of air into streets; the repair and removal of dangerous structures for regulating and prohibiting projections in or over streets, and for requiring the removal thereof; the construction of crossings on footways for horses and carriages; regulating excavations in streets and the deposit of building materials on streets and the removal and disposal of excavated materials; the recovery of damage to footways; the fencing of vacant lands, and the naming and numbering of streets.

12. To make further provision with respect to private street works and improvements, and in relation to the ascertaining apportionment, payment, and recovery of the expenses of such works and improvements, and to enable the Corporation to charge a commission in respect of surveys and superintendence in connection therewith, and to authorise the Corporation to pay or contribute to the expenses of private street works or improvements, and to empower limited owners and also the Corporation to borrow and advance money, and charge the lands in respect of such expenses; and with reference to any of the above matters to alter or extend or to render inapplicable the provisions of the Public Health Act, 1875.

13. To make further provision with respect to the regulation and registration of common lodging-houses, and the keepers thereof, and the providing of sanitary conveniences therein.

14. To provide for the licensing and regulation of marine store dealers, and to prohibit unlicensed persons carrying on business as marine store dealers within the borough; and to authorise police constables, and the officers of the Corporation to enter upon the premises of, and to inspect and take copies of, or extracts from the books of entry, required to be kept by dealers in marine stores, and to prohibit such dealers from purchasing goods, articles, and things from children, and to define the term "marine store dealers" for the purposes of the Bill.

15. To make further provision with respect to the licensing and regulation of Hackney carriages and omnibuses, and the drivers, conductors, and proprietors thereof; and to fix or extend the distances within which such licences shall extend or apply; to impose penalties on unlicensed persons driving or plying for hire with any hackney carriage or acting as the conductor of any omnibus within the prescribed distance; to empower the inspectors of Hackney carriages to examine all public vehicles plying for hire within the borough; and to extend the provisions of the Town Police Clauses Act, 1847, and of all bye-laws thereunder with respect to the fares to be charged by drivers of Hackney carriages plying for hire, to Hackney carriages conveying passengers to and from any railway station within the borough; and to authorise the Corporation to make bye-laws for fixing separate stands for public vehicles of different classes and descriptions within the borough.

16. To consolidate the several parishes constituting the borough into one parish for all purposes, other than ecclesiastical purposes, and to transfer to and confer upon the Corporation the power of appointing, and revoking the appointment, of assistant overseers and collectors of Poor Rates for the said parish, and to provide for the revocation of the appointment of the assistant overseers and of the collectors of poor rates of the said several parishes, to transfer to the Corporation the powers (not exclusively ecclesiastical) of the vestries of the said parishes, and to declare that the consolidated parish shall be, or continue to form part of the Gateshead

Poor Law Union, and to make all necessary provision with respect to the representation of such parish on the Board of Guardians for the said Union, and to provide compensation for any officers who may be displaced by reason of such transfer.

17. To authorise the Corporation to appoint and pay auditors of the accounts of the Corporation in addition to the auditors appointed under the Municipal Corporations Act, 1882.

18. To make further and better provision in regard to the valuation and assessment of property within the borough, and to the making, levying, collection and recovery of rates, and to empower the Corporation to consolidate all rates leviable within the borough (including the Poor Rate, Borough Rate, and General District Rate, and all other rates) for the purpose of collection at one and the same time, and to prescribe the manner in which this shall be done, and to prescribe the form of Rate Demand Note and Receipt and other necessary documents for this purpose, and to provide that such rates may be levied and collected by instalments or otherwise; and to empower the Corporation to remit rates in certain cases; and to amend or alter any rate; and to rate the owner instead of the occupier of small properties, and to allow an abatement or deduction from the amount of the rates in such cases; and to make provision with respect to the assessment and rating of unoccupied premises.

19. To make provision with respect to sinking funds, and to enable the Corporation to transfer moneys belonging to one sinking fund to another sinking fund for paying off debt. To empower the Corporation to lend money to the School Board for the borough, and to the Guardians of the Poor of the Gateshead Union, and to borrow money for any of the purposes of the Bill on the security of the fund's rates, property, and revenues of the Corporation, or of any of them.

20. To enable the Corporation to make bye-laws and regulations for or in connection with any of the purposes of the Bill, and to enforce such bye-laws and regulations, and the observance of any of the provisions of the Bill by means of penalties, or otherwise, and to provide for the payment of all penalties, except penalties payable by the Corporation, to the treasurer of the borough.

21. To empower the Corporation to sell and dispose of any lands acquired by them in any capacity and which are not, or are no longer, required for the purposes for which they were acquired.

22. To authorise the Corporation to execute and perform any works, acts, or things required to be done by any owner or occupier of property or other person within the borough in default of such persons; and to recover the expense of executing or performing the same from the persons in default; and to impose penalties on occupiers and other persons refusing or preventing the execution of, or compliance with, the provisions of the Bill; and to provide that undertakings given by any owners or occupiers of property under or for any of the purposes of the Bill shall bind successive owners or occupiers, and to authorise or require the Corporation to keep a register of such undertakings, and allow the inspection of the same.

23. To make further or better provision for the prosecution of offences and recovery of penalties under the provisions of the Bill or of any Act, public or local, within the borough, and for the application of such penalties.

24. To make provision for the authentication, proof, and service of notices, orders, resolutions,

summonses, bye-laws and other documents, made, given, delivered, or served under the powers of the Bill, or of any Act relating to the Corporation.

25. To vary or extinguish all existing rights, privileges and exemptions which would in any manner interfere with or prevent the carrying into effect of any of the objects of the Bill, and to confer other rights, privileges and exemptions.

26. To alter, amend, extend, or repeal the powers and provisions of the following local or public Acts, viz.:—54 George III., cap. 109; the Gateshead Quay Act, 1855; the Gateshead Quay (Second) Act, 1859; the Gateshead Improvement Act, 1867; the Gateshead Improvement Act, 1877; and the Local Government Board's Provisional Orders Confirmation (No. 10) Act, 1866 and the Order relating to the borough confirmed thereby, and of any other Act, local or public, or Order now in force within or relating to the borough or the Corporation, so far as may be necessary for carrying into effect the objects of the Bill.

27. To incorporate with the Bill, or apply to the purposes thereof, with or without modification, or alteration, or to render inapplicable thereto, all or some of the provisions of the Lands Clauses Consolidation Acts, The Towns Improvement Clauses Act, 1847, the Town Police Clauses Act, 1847, the Public Health Acts and the Local Loans Act, 1875, and any Acts amending the same, respectively.

28. Duplicate plans and sections of the intended street works, showing the lines, situation and levels thereof, the plans also describing the lands intended to be taken for the purposes of those works, and of the Bill, with a book of reference to those plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November, 1900, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and a copy of the said plans and sections, book of reference and Notice will, on or before the same day, be deposited for public inspection with the Town Clerk of Gateshead, at his office in the Town Hall.

29. 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 19th day of November, 1900.

WM. SWINBURNE, Town Clerk, Gateshead.  
DURNFORD and Co., 38, Parliament-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1901.

Hartlepool's Gas and Water Transfer.  
(Purchase by Corporations of Hartlepool and West Hartlepool, by Compulsion or Agreement, of the Gas and Waterworks Undertakings of the Hartlepool Gas and Water Company; Vesting of same in the said Corporations or in a Joint Committee or Joint Board; Agreements; Dissolution of Company; Power to maintain and continue and extend Existing Works; Purchase of Additional Lands; Manufacture of Gas and Residuals; Agreements with other Sanitary Authorities and Companies as to taking or giving supply of Gas or Water; Borrowing Powers, Rates, Rents and Charges; Incorporation, Repeal and Amendment of Acts).

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 Hartlepool, and by the Mayor, Aldermen and Burgesses of the borough of West Hartlepool (herein referred to as "the Corporations"), for leave to bring in a Bill for all or some of the following purposes, that is to say:—

1. To authorise and empower the Corporations to acquire the undertakings, reservoirs, works, lauds, waters, water-rights, mains, pipes, property (both real and personal), choses in action, powers, rights, privileges, and authorities of the Hartlepool Gas and Water Company (herein referred to as "the Company") for such price or consideration and upon and subject to such terms, conditions, and stipulations as may be expressed in or provided for by or under the provisions of the Bill, or as may be agreed upon between the Corporations and the Company, or as may be settled by arbitration under the Arbitration Act, 1889, or any other Act relating to arbitration, and to authorise or require the Company to sell and transfer their undertakings, property, and rights accordingly.

2. To confirm and give effect to any agreement or agreements between the Corporations or either of them and the Company, or between the Corporations with reference to any such purchase and sale which may have been entered into prior to the passing of the Bill, and to provide, in default of agreement, for the settlement by arbitration or otherwise of all questions in relation to or connected with the transfer.

3. To make provision for enabling the Corporations, prior to the transfer of the said undertaking, to enter upon, have access to, and inspect the lands, works, and property of the Company, and to examine their books and accounts, and to make provision for the conduct of the said undertakings up to the date of transfer.

4. To provide for the dissolution and winding up of the Company, and for the distribution of the purchase money and assets amongst the shareholders of the Company and other persons entitled or interested therein, and to provide for the discharge or redemption of the mortgage debt and debenture stock of the Company.

5. To vest the undertakings of the Company in the Corporations, or in a Joint Committee or Joint Board to be appointed by the Corporations, as the Bill may prescribe or to be incorporated by the Bill, and to define the constitution of such Joint Committee or Joint Board (hereinafter respectively referred to as and included in the expression "the Committee"), and to make provision for the election, appointment, retirement, rotation, and qualification of members of the Committee, for the meetings of the Committee, and for the appointment of and remuneration to officers of the Committee, and to provide for the appointment and remuneration of a standing arbitrator for the settlement of questions or differences arising between the Corporations or otherwise in reference to the undertakings or either of them.

6. To authorise the Corporations or the Committee to carry on the gas and water undertakings of the Company, and to maintain, improve, alter, enlarge, renew, or discontinue the existing gas and water works of the Company.

7. To enable the Corporations or the Committee to manufacture, store and sell gas, and to manufacture, store, convert, utilise, buy, sell and dispose of coal, coke, and all other residual products arising from the manufacture of gas on the lands which the Company are now authorised to use for those purposes respectively.

8. To empower the Corporations or the Committee to exercise within the existing limits of the Company; for the supply of gas and water

respectively, all or any of the powers, rights, authorities and privileges of the Company in relation to the supply of gas and water in as full and ample a manner in all respects as the Company could or might lawfully have exercised the same respectively and also such further and other powers, rights, authorities and privileges with respect to the several matters aforesaid as may be necessary, proper and convenient to carry on the said undertakings or as the Bill may prescribe, and to repeal the enactments in force with reference to the limitation of the profits of the said undertaking.

9. To enable the Corporations or the Committee, within their water limits, to have, enjoy, and exercise all or some of the powers, rights and authorities of an Urban Sanitary Authority under the Public Health Act, 1875, and the Acts amending the same with respect to the supply of water.

10. To authorise the Corporations or the Committee to purchase additional lands by agreement, and to acquire easements in, through, under and over public and private lands, roads, streets, footways and highways, and to lay down, maintain, and renew mains, pipes, apparatus, and works in, through, over, or under, and for those purposes to break open, alter, raise, lower and otherwise interfere with streets, roads, footways, highways, thoroughfares, railways, tramways, bridges, canals, rivers, streams, water-courses, sewers, drains, pipes, and telegraph, telephone and electric and other apparatus within the limits for the supply of gas and water.

11. To authorise the Corporations or the Committee, and any other Local Authority or any Company, body, commissioners or persons to enter into and carry into effect contracts and arrangements for a supply in bulk or otherwise by the Corporations or the Committee of gas and water beyond their limits of supply, and to confer upon the Corporations or the Committee special powers with reference thereto.

12. To authorise the Corporations or the Committee on the one hand and the Tees Valley Water Board or any other Local Authority, Company or person on the other hand to enter into and carry into effect contracts and arrangements for the supply of water in bulk or by measure by the said Board or by such other Local Authority, Company or person to the Corporations or Committee as the case may be.

13. To authorise the Corporations or the Committee to demand, take, levy, or impose rates, rents and charges for the supply of water and for meters and fittings, and to prescribe the terms upon which water shall be supplied.

14. To empower the Corporations or the Committee to supply gas for lighting, cooking, heating, motive and other purposes, and to prescribe the price to be charged for gas by the Corporations or the Committee for all or any of the said purposes.

15. To enable the Corporations or the Committee to manufacture, purchase, provide, sell, and let on hire, and otherwise deal in meters, fittings, engines and other apparatus incidental to the consumption of gas or water, and for domestic, trade, industrial, or any other purposes.

16. To authorise the Corporations or the Committee to use, exercise, hold and acquire patent rights and licenses in connection with the manufacture and distribution of gas and of residual products.

17. To empower the Corporations to apply their respective funds, rates, and revenues, and any other moneys under their control, and also to levy a rate or rates for defraying the expenses of carrying on the said undertakings or any



other purposes of the Bill; and to empower the Corporations, jointly or separately, or the Committee to borrow money for the purchase of the said undertakings and for the redemption or discharge of the annuities, mortgages, debentures, or debenture stock issued or taken over under the powers of the Bill and for other the purposes of the Bill, and for securing moneys so borrowed to create and issue mortgages, debentures, or debenture stock, and to grant annuities, charged on the revenues of the undertakings acquired by the Corporations under the powers of the Bill and on the borough funds and borough rates, the district funds and general district rates, and other funds, rates, and revenues, of the two Corporations as may be provided in the Bill, or in the case of separate borrowing by the Corporations for the purposes aforesaid, charged on the shares or portions of the respective Corporations in the revenues of the said undertakings and on the borough fund and borough rate, district fund and general district rate, and other funds, rates, and revenues of the respective Corporations, or such of those funds, rates, and revenues as may be prescribed by the Bill.

18. To provide for the application of the revenue of the said undertakings and the appropriation and division of the profits thereof by and between the Corporations, and for the making good of any deficiency in the revenue of the said undertakings by the Corporations in such proportions as the Bill may prescribe, and to levy and recover rates in respect thereof.

19. To empower the Corporations or the Committee to make, levy and recover rates, rents, assessments and other charges for the purposes of the Bill, and to increase, alter, repeal, or extinguish existing rates, rents, assessments and charges, and to make new or increased rates, rents, assessments, and charges in lieu thereof, and to grant exemptions from rates, rents, assessments and charges and to compound with the owners and occupiers of houses and premises for the payment of such rates, rents, assessments and charges.

20. To confer upon the Corporations or the Committee all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, and to vary and extinguish all rights 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 to confer other rights and privileges, and to enact by the Bill all such provisions as may be incidental or necessary for giving full effect to the objects of the Bill.

21. To provide for the payment of the costs, charges, and expenses of and incident to the preparing for, obtaining, and passing the Bill into an Act, or otherwise in relation thereto.

22. To incorporate with the Bill, and to confer upon the Corporations or the Committee, with or without alteration, all or some of the powers and provisions of the Gasworks Clauses Acts, 1847 and 1871; the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Commissioners Clauses Act, 1847; the Companies Clauses Consolidation Act, 1845; the Public Health Acts; the Municipal Corporations Act, 1882, and the Acts amending the same; and the Local Loans Act, 1875; and to repeal, alter, amend, or re-enact all or some of the provisions of the Hartlepool Gas and Water Act, 1867, and any other Act or Acts relating to the Company, and to repeal or alter the rents and charges for gas and water by some of the said Acts authorised.

And notice is hereby further given that

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, 1900.

Dated this 14th day of November, 1900.

H. W. BELL, Town Clerk, Hartlepool,  
HIGSON SIMPSON, Town Clerk, West  
Hartlepool, Solicitors for the Bill.  
DURNFORD & Co., 38, Parliament-street,  
Westminster;  
BAKER, LEES, & Co., 54, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Devonport Corporation (Gas).

(Acquisition by Corporation of Undertaking of Devonport Gas and Coke Company; Vesting of Undertaking in Corporation and Dissolution of Company; Power to carry on Undertaking and to acquire Lands, and continue and extend Gas Works, and to manufacture and supply Gas throughout Borough; Borrowing Powers; Amendment of Acts.)

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 County borough of Devonport (hereinafter called "the Corporation") for an Act for the following purposes or some of them (that is to say):—

1. To authorise the Corporation to purchase or acquire, by compulsion or agreement, and to hold and to transfer to and vest in, or provide for the transfer to and vesting in the Corporation of the Undertaking, works, lands, mains, pipes, real and personal property, powers, rights, privileges, and authorities of the Devonport Gas and Coke Company (hereinafter called "the Company") including any new or further powers of executing works and acquiring lands which the Company may obtain in the ensuing Session for such price or consideration, and upon and subject to such terms, conditions, and stipulations as may be agreed upon between the Corporation and the Company, or as may be settled by arbitration (subject to such special terms and conditions (if any) as may be prescribed by the intended Act), or as may be otherwise prescribed or provided for by the intended Act.

2. To dissolve or provide for the dissolution and winding up of the Company, and for the distribution of the purchase money or other consideration and the other assets of the Company amongst the shareholders or other persons entitled thereto.

3. To empower the Corporation and the Company to enter into and carry into effect agreements with respect to the transfer and vesting of the Undertaking of the Company or any matters connected therewith or incidental thereto, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

4. To make provision for enabling the Corporation prior to the transfer of the said Undertaking to enter upon, have access to, and inspect the lands works and property of the Company, and to examine their books and accounts, and to make provision as to the conduct of the said Undertaking up to the date of transfer.

5. To authorise the Corporation to carry on the Undertaking of the Company, to maintain, improve, alter and enlarge the existing gasworks, to break up streets, roads, highways and places, to lay, relay, take up, repair and remove mains, pipes, and other apparatus and things, and from time to time to construct and maintain new works, to supply gas within and throughout the whole of the borough of Devonport, and to enable the Corporation within the said limits to

have, enjoy and exercise all the powers, rights and authorities of an Urban Sanitary Authority under the Public Health Act 1875, and the Acts amending the same with reference to the supply of gas and all rights, powers and authorities conferred upon the Company by the Devonport Gas and Coke Act, 1853, and any other Act relating to the Company, and to confer on the Corporation all other rights, authorities, and privileges with respect to the several matters aforesaid which may be necessary, proper, and convenient for carrying on the said Undertaking, or for the supply of gas within the limits aforesaid, or as may be prescribed or provided for by the intended Act.

6. To empower the Corporation to acquire, by compulsion or agreement, and to hold the lands hereinafter described (that is to say):—

- (1) Certain lands in the parish and borough of Devonport bounded on the north by the existing gasworks of the Company, on the south by Boscawen-place, on the east by the Great Western Railway, and on the west by Kemyell-place; and
- (2) Certain lands in the parish and borough of Devonport bounded on the north by the church path or public footpath leading from Melville-road to Wolseley-road, on the south by the proposed northern boundary line of the intended new street in continuation of St. Levan-road authorised by Section 14 of the Devonport Corporation Act, 1900, on the east or north-east by Wolseley-road, and on the west by hereditaments belonging or reputed to belong to the Right Honourable John Baron St. Levan, and now in the occupation of William Henry Hocking.

And to empower the Corporation on those lands, and on the lands upon which the existing gasworks of the Company are situate, being certain lands in the said parish and borough containing 4 acres 1 rood 17 poles or thereabouts, and lying between the Great Western Railway and Keyham-road, or on some part or parts thereof, to continue the existing, and to make, erect, and maintain additional gasworks, retort houses, retorts, gas holders, reservoirs, purifiers, water-gas, plant, stores, sewers, drains, mains, pipes, meters, machinery, and other apparatus, works, and conveniences for the manufacture, conversion, utilisation, storage and supply of gas, water-gas, coke, tar, pitch, and other residual products obtained in the manufacture of gas and matters producible therefrom, and on the said lands or some part or parts thereof to make, store, and convert gas and all other residual products as aforesaid, and to manufacture, purchase, hire, sell, supply and deal in coke, tar, pitch, lime, ammoniacal liquor, sulphate of ammonia, 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 offices and houses and dwellings for the officers and servants of the Corporation.

7. To authorise the Corporation to demand and recover rates, rents, and charges for the supply of gas, and for the hire and use of meters, stoves, engines, and fittings, and for other purposes of the intended Act, and to vary the rates, rents, and charges which the Company are authorised to demand and recover, and to confer, vary or extinguish exemptions from the payment of rates, rents, and charges.

8. To make provision and confer further powers upon the Corporation with respect to the construction and placing, and for controlling and regulating the size and materials of pipes and fittings between their gas mains and the meters on the premises of consumers, and the situation of such meters and the inspection thereof, and for better securing the payment of gas rates and meter and other rents and charges in relation to the supply and use of gas, and for requiring gas consumers to give notice before quitting any premises, and with reference to the payment of interest on money deposited as security, and to authorise the Corporation to sell, let, hire, deal in, fix, repair, and remove engines, stoves, ranges, pipes, and other fittings, and to exempt the same from distress, execution, or other remedy for rent; to authorise the Corporation to refuse to supply gas to persons in debt for other premises, and to make further provision as to the notice to be given by any consumer for the discontinuance of a supply of gas, and for regulating the period within which erroneous registration by defective meters shall be deemed to have arisen.

9. To empower the Corporation to borrow money for all or any of the purposes of the intended Act, and for such other purposes as may be prescribed or authorised by the intended Act, and to charge the moneys so borrowed and interest upon the security of the whole or part of the revenues of the Corporation from time to time arising from the Gas Undertaking and other property for the time being of the Corporation, or any of them, and on the Borough Fund, Borough Rate, District Fund, and General District Rate, and any other funds and rates established and leviable by the Corporation, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the intended Act, and to provide for the disposal or application of the revenue arising from the said Undertaking, and for making good out of such rates or otherwise, any deficiency in the revenue of the said Undertaking.

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

11. To repeal or amend the provisions, or some of the provisions, of the several local Acts and Orders following, or some of them (that is to say):—The Act 54 Geo. III cap. 172, and all other Acts and Orders amending the same or otherwise relating to the borough or to the Corporation; the Devonport Gas and Coke Act, 1853, and all other Acts relating to the Company.

12. And notice is hereby also given, that, on or before the 30th day of November instant, plans of the lands, houses and other property to be taken for the purposes of the intended Act, together 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 Devon, at his office at Exeter, in that county, and also at the Town Clerk's office, in the borough of Devonport.

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

Dated this 16th day of November, 1900.

A. B. PILLING, Town Clerk, Devonport.

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

In Parliament.—Session 1901.

Willesden Urban District Council Tramways and Improvement.

(Power to the Willesden Urban District Council to construct Tramways, Street Widening and Works and Apparatus, etc.; to work Tramways; Use of Animal and Mechanical Power; Powers as to Tramways and Street Widening and Works and Subsidiary Works and Apparatus; Gauge, etc., of Tramways; Use of Tramways for Sanitary and other purposes; to dispose of Tramways and transfer of Powers; Patent Rights, etc.; to form Junctions with Tramway of Harrow-road and Paddington Tramways Company, and to alter and remove, or run over and use portion of that Tramway; Agreements between the Council and said Company; to form Junctions with and to run over and use portions of Light Railways proposed to be constructed by Middlesex County Council, and if necessary to annul Powers; to construct portions of such Light Railways, or to alter or remove same; Agreements between the two Councils; Breaking up of Roads, etc.; Powers of Deviation; Purchase and use of Lands, Houses, and Basements compulsorily; Amendment of Section 92 of Lands Clauses Consolidation Act, 1845; Provision as to compensation for Property acquired or affected; Power to Council to hold, sell, etc., Lands; Construction of Electric Generating Station, and use of energy for Tramways; Supply of Electricity to neighbouring Districts and for Traction purposes, and to Properties outside the Willesden District; to supply Electrical Fittings; Powers as to Electric Lighting Undertaking of the Council; Provisions as to the Health and better Government of District; closing of Schools; Milk Supply; Infection of Books; Cleansing of Cisterns; Water Supply; Dampness in Buildings; Underground Conveniences; Appointment of Inspectors; entry on Premises for Inspection; Drinking Fountains; Houses without proper Water Supply; Fencing vacant Lands; Flow of Water on to Footpaths; Watercloset accommodation; combined Drainage; Ventilation of Sewers, Staircases, and Buildings; covering in of Ditches; cubical contents of Sleeping Rooms; Portable Ashbins; Streets and Buildings; Position and laying out of New Streets; Line of Frontage of Buildings; Sky Signs; Advertisement Hoardings; Plans and definition of Buildings; culs de sac and Intersecting Streets; temporary and movable Buildings; Trees and Shrubs overhanging Streets; Crossings on Footways; Names of Streets; Rooms over Stables; Width of Streets and Position of Buildings; Timber in external Walls; Chimney Shafts; Uniting and Height of Buildings; Construction of Flats; Quality of Building Materials; Employment of and Contribution to Bands of Music; Provisions as to Parks and Recreation Grounds; Transfer of Power and Duties of Vestry and Vestry Clerk of the Parish of Willesden; Rating of Buildings; Recovery of Rates; Power to borrow Money; Provisions for Repayment and Consolidation of Loans; Byelaws; Penalties; Power to levy and alter Tolls, Rates, etc.; Costs of Bill; Working and other Agreements with Authorities, Companies, and others, as to Tramways and other matters; Incorporation, Repeal, and Amendment of Acts, etc., and other purposes.)

No. 27249.

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NOTICE is hereby given, that application is intended to be made to Parliament in the next Session 1901, by the Urban District Council of Willesden (hereinafter called "the Council"), for leave to bring in a Bill (hereinafter called "the Bill") to effect the objects and purposes following or some of them, that is to say:—

In this Notice the expression "the intended tramways" means the tramways intended to be constructed under the powers of the Bill, and the expression "the district" means the Urban District of Willesden.

Where in the description of any of the intended tramways of the narrow places or of the works hereinafter described, 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, or the work is to be made, 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 produced would intersect each other, and a point described as being opposite or measured from a street or road is to be taken, unless otherwise stated as opposite, or measured from the centre of the street or road.

To authorise the Council to construct, maintain, work, and use the tramways hereinafter described, or some or one of them or some part or parts thereof respectively with all necessary and proper rails, plates, brackets, sleepers, posts, poles, tubes, wires, cables, channels (including in that word where used in this Notice channels, passages and tubes, for ropes, cables, wires, and electric lines), turnouts, turntables, crossings, passing places, triangles, waiting rooms, stables, carriage sheds, engine houses, station sheds, buildings, wires, apparatus works, appliances and conveniences connected therewith or incidental thereto respectively.

The intended tramways will be situate wholly in the parish of Willesden in the county of Middlesex, and are as follows:—

Tramway No. 1 commencing in Station-road Harlesden at a point 6 yards or thereabouts north-west of the point at which Tubbs-road intersects or joins Station-road, and proceeding thence in a north-westerly direction along Station-road, Acton-lane, and High-street, Harlesden, to and terminating at a point in High-street, Harlesden, 34 yards or thereabouts north-west of the Jubilee Clock.

Tramway No. 1 is proposed to be laid as a single line except between the following points where it is proposed to be laid as a double line:—In Station-road from a point 51 yards or thereabouts from the commencement of Tramway No. 1 above described for a length of 66 yards or thereabouts, and in High-street, Harlesden, for a length of 27½ yards or thereabouts at the termination of Tramway No. 1.

Tramway No. 2 commencing in High-street, Harlesden, by a junction with Tramway No. 1 at or about its point of termination as hereinbefore described and proceeding thence in a north-westerly direction along High-street, Harlesden, and Craven-park-road to and terminating at a point 33 yards or thereabouts north-west of the point at which St. Thomas' road intersects or joins Craven Park-road.

Tramway No. 2 is proposed to be laid as a single line except between the following points where it is proposed to be laid as a double line:—In High-street, Harlesden,

at the commencement of Tramway No. 2 above described for a length of  $27\frac{1}{2}$  yards or thereabouts, and in Craven-park-road from a point 37 yards or thereabouts south-east of Manor Park-road for a length of 66 yards or thereabouts in a north-westerly direction.

Tramway No. 3 commencing in Craven-park-road by a junction with Tramway No. 2 at or about its point of termination as hereinbefore described, and proceeding thence in a north-westerly direction along Craven-park-road and Craven-park, Church-road, High-road, Willesden-green, Willesden-lane, and Cavendish-road, to and terminating at a point 21 yards or thereabouts south-west from the point at which Cavendish-road intersects or joins High-road, Kilburn.

Tramway No. 3 is proposed to be laid as a single line except between the following points, where it is proposed to be laid as a double line:—In Craven-park from a point 30 yards or thereabouts north from Inman-road for a length of 66 yards or thereabouts in a north-westerly direction; in Church-road from a point 24 yards or thereabouts north-east from Norfolk-road for a length of 77 yards or thereabouts in a north-easterly direction; in Church-road from a point 34 yards or thereabouts north-east from Preston-gardens for a length of 55 yards or thereabouts in a north-easterly direction; in High-road, Willesden-green, from a point 33 yards or thereabouts east from Cobbold-road for a length of 55 yards or thereabouts in an easterly direction; in High-road, Willesden-green, from a point 47 yards or thereabouts south-east from Meyrick-road for a length of 55 yards or thereabouts in an easterly direction; in High-road, Willesden-green, from a point 31 yards or thereabouts east from Strode-road for a length of 55 yards or thereabouts in an easterly direction; in High-road, Willesden-green, from a point 32 yards or thereabouts east from Huddleston-road for a length of 55 yards or thereabouts in an easterly direction; in High-road, Willesden-green, from a point 69 yards or thereabouts east from Poplars-avenue for a length of 55 yards or thereabouts in an easterly direction; in Willesden-lane from a point 137 yards or thereabouts east from Sidmouth-road for a length of 55 yards or thereabouts in an easterly direction; in Willesden-lane from a point 88 yards or thereabouts west from Coverdale-road for a length of 55 yards or thereabouts in an easterly direction; in Willesden-lane from a point 16 yards or thereabouts west from Mapesbury-road for a length of 66 yards or thereabouts in an easterly direction; in Cavendish-road from a point 30 yards or thereabouts south-west from Mowbray-road for a length of 55 yards or thereabouts in a north-easterly direction, and from a point 66 yards or thereabouts south-west from the termination of Tramway No. 3 for a length of 44 yards or thereabouts in a north-easterly direction.

Tramway No. 4 commencing by a junction with Tramway No. 3 at a point in Church-road 30 yards or thereabouts south-west from the point at which Taylors-lane intersects or joins Church-road, and proceeding along Church-road and Taylors-

lane in a north-westerly direction under the railway bridge carrying the Midland and South Western Junction Railway over Taylors-lane aforesaid, and proceeding westward along the line of a proposed (Gibbons) road, and terminating at a point 90 yards or thereabouts from the western end of the southern abutment to the bridge carrying the Midland and South Western Junction Railway over Taylors-lane aforesaid, and adjoining the lands forming the proposed site of the Council's proposed generating station herein-after described.

Tramway No. 4 is proposed to be laid as a single line throughout.

Tramway No. 4a commencing by a junction with Tramway No. 4, at a point in Taylors-lane, 53 yards or thereabouts in a north-westerly direction from the commencement of Tramway No. 4 hereinbefore described, immediately opposite Denbigh-road, and proceeding thence in an easterly direction along Taylors-lane, through the garden attached to Clarence-lodge, and terminating by a junction with Tramway No. 3 at a point in Church-road 42 yards or thereabouts north-east of the point at which Taylors-lane intersects or joins Church-road.

Tramway No. 4a is proposed to be laid as a single line throughout.

Tramway No. 5 commencing by a junction with Tramway No. 3, at a point in Willesden-lane 15 yards or thereabouts north-west of the point at which Cavendish-road intersects or joins Willesden-lane, and proceeding thence in a south-easterly direction along Willesden-lane, over the Hampstead Junction railway bridge, Winchester-avenue, Salisbury-road, over the London and North Western railway bridge, Canterbury-road, and Malvern-road, passing along the site of the tramway lines of the Harrow-road and Paddington Tramways Company in Malvern-road, to and terminating at a point in Malvern-road 23 yards or thereabouts north of the point at which Shirland-road intersects or joins Malvern-road.

Tramway No. 5 is proposed to be laid as a single line except between the following points, where it is proposed to be laid as a double line:—In Willesden-lane from a point 30 yards or thereabouts south-east of Cavendish-road for a length of 66 yards or thereabouts in a south-easterly direction in Winchester-avenue from a point 78 yards or thereabouts north-east from Salisbury-road for a length of 66 yards or thereabouts in a south-westerly direction; in Salisbury-road from a point 53 yards or thereabouts south-east from Windermere-avenue for a length of 66 yards or thereabouts in a south-easterly direction; in Salisbury-road from a point 109 yards or thereabouts south-east from Brondesbury-road for a length of 55 yards or thereabouts in a south-easterly direction; in Malvern-road from a point 26 yards or thereabouts north-west from Peel-road for a length of 44 yards or thereabouts in a south-easterly direction, and in Malvern-road from a point 15 yards or thereabouts south from Chippenham-mews for a length of 66 yards or thereabouts in a south-easterly direction.

The following is a description of each point at which the intended tramways or some of

them are proposed to be laid so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpaths and the nearest rail of the tramway on the side or sides of the road hereinafter mentioned (that is to say):—

Tramway No. 1.

In Station-road, Harlesden:—On both sides thereof from the point of commencement of Tramway No. 1 above described, and extending for a length of 21 yards or thereabouts, measured in a north-westerly direction along Station-road, Harlesden.

Also on both sides thereof commencing at a point 15 yards or thereabouts, measured in a north-westerly direction from the point at which Ranelagh-road intersects or joins Station-road aforesaid, and extending for a length of 123 yards or thereabouts, measured in a north-westerly direction along Station-road, Harlesden.

In Acton-lane:—On the northern side commencing at a point 20 yards or thereabouts, measured in an easterly direction from the refuge lamp at the junction of Acton-lane aforesaid and Station-road, and extending for a length of 39 yards or thereabouts, measured in an easterly direction along Acton-lane.

In High-street, Harlesden:—On the western side, commencing at a point 7 yards or thereabouts, measured in a northern direction from the point at which Acton-lane intersects or joins High-street, Harlesden, aforesaid, and extending for a length of 30 yards or thereabouts, measured in a northerly direction along High-street, Harlesden, aforesaid, and terminating at the commencement of Tramway No. 2. Also on the eastern side commencing at the termination of Tramway No. 1, and extending along High-street, Harlesden, for a length of 3 yards or thereabouts, measured in a southerly direction.

Tramway No. 2.

In High-street, Harlesden:—On both sides thereof from the commencement of Tramway No. 2, and extending for a length of 27 yards or thereabouts measured in a north-westerly direction along High-street, Harlesden, aforesaid.

In Craven-park-road:—On both sides thereof including a portion of house known as No. 2, High-street, Harlesden, commencing at a point 7 yards or thereabouts measured in a north-westerly direction along Craven-park-road aforesaid from the point at which Crownhill-road intersects or joins High-street, Harlesden, and extending for a length of 215 yards or thereabouts measured in a north-westerly direction.

Tramway No. 3.

In Craven-park:—On the western side commencing at a point 16 yards or thereabouts measured in a southerly direction along Craven-park from the point at which Fortune-gate-road intersects or joins Craven-park aforesaid and extending for a length of 42 yards or thereabouts measured in a northerly direction along Craven-park aforesaid.

Also on the western side commencing at a point 17 yards or thereabouts measured in a northerly direction along Craven-park from the point at which Tunley-road intersects or joins Craven-park aforesaid, and extending for a length of 117 yards or thereabouts measured in a northerly

direction along Craven-park aforesaid. Also on the eastern side commencing at a point 17 yards or thereabouts measured in a northerly direction along Craven-park aforesaid, from the point at which Tunley-road intersects or joins Craven-park aforesaid, and extending for a length of 144 yards or thereabouts measured in a northerly direction along Craven-park aforesaid.

In Church-road:—On the south-eastern side from a point 13 yards or thereabouts measured in a north-easterly direction from the refuge lamp at or near the junction of Craven-park and Church-road aforesaid, and extending for a length of 171 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid.

Also on the south-eastern side commencing at a point 7 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, from the point at which West Eila-road (north), intersects or joins Church-road aforesaid, and extending for a length of 713 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid.

Also on the north-western side commencing at a point 26 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, from the point at which Norfolk-road intersects or joins Church-road aforesaid, and extending for a length of 77 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid.

Also on the north-western side commencing at a point 33 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, from the point at which Preston-gardens intersects or joins Church-road aforesaid, and extending for a length of 55 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid.

In High-road, Willesden-green:—On the southern side, commencing at a point 13 yards or thereabouts, measured in an easterly direction along High-road, Willesden-green, aforesaid, from the refuge lamp at or near the junction of Church-road and High-road, Willesden-green, aforesaid, and extending for a length of 100 yards or thereabouts, measured in an easterly direction along High-road, Willesden-green, aforesaid.

Also on the southern side, commencing at a point 7 yards or thereabouts, measured in an easterly direction along High-road, Willesden-green, aforesaid, from the point at which Cobbold-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 78 yards or thereabouts, measured in an easterly direction along High-road, Willesden-green, aforesaid.

Also on the south-eastern side commencing at a point 4 yards or thereabouts, measured in a north-easterly direction along High-road, Willesden-green, from the point at which Pound-lane intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 150 yards or thereabouts, measured in a north-easterly direction along High-road, Willesden-green.

Also on the northern side commencing at a point 67 yards or thereabouts measured in

an easterly direction along High-road, Willesden-green, aforesaid, from the refuge lamp at or near the junction of Church-road and High-road, Willesden-green, aforesaid, and extending for a length of 328 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid.

Also on the north-eastern side commencing at a point 90 yards or thereabouts measured in a north-easterly direction along High-road, Willesden-green, aforesaid, from the point at which Pound-lane intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 28 yards or thereabouts measured in a north-easterly direction along High-road, Willesden-green.

Also on both sides thereof commencing at a point 32 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, from the point at which Strode-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 55 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid.

Also on both sides thereof commencing at a point 32 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, from the point at which Huddleston-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 30 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid.

Also on the southern side commencing at a point 17 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, from the point at which Linacre-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 144 yards or thereabouts measured in an easterly direction along High-road, Willesden-green.

Also on the northern side commencing at a point 92 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, from the point at which Linacre-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 75 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid.

Also on the northern side commencing at a point 18 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, from the refuge lamp at or near the junction of Park-avenue and High-road, Willesden-green, aforesaid, and extending for a length of 50 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid.

In Willesden-lane:—On the northern side commencing at a point 12 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid, from the refuge lamp at the junction of Willesden-lane and Walm-lane, and extending for a length of 245 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid.

Also on the southern side commencing at a point 83 yards or thereabouts measured in an easterly direction along Willesden-lane

aforesaid from the point at which Heathfield-park (east) intersects or joins Willesden-lane aforesaid, and extending for a length of 59 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid.

Also on both sides thereof, commencing at a point 141 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid from the point at which Sidmouth-road intersects or joins Willesden-lane aforesaid, and extending for a length of 55 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid.

Also on both sides thereof, commencing at a point 145 yards or thereabouts measured in a westerly direction along Willesden-lane aforesaid, from the point at which Coverdale-road intersects or joins Willesden-lane aforesaid, and extending for a length of 114 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid.

In Cavendish-road:—On the north-western side commencing at a point 50 yards or thereabouts measured in a south-westerly direction along Cavendish-road aforesaid from the point at which Mowbray-road intersects or joins Cavendish-road aforesaid, and extending for a length of 32 yards or thereabouts measured in a north-easterly direction along Cavendish-road aforesaid.

Also on the south-eastern side commencing at a point 50 yards or thereabouts measured in a south-westerly direction from the point at which Mowbray-road intersects or joins Cavendish-road aforesaid, and extending for a length of 55 yards or thereabouts measured in a north-easterly direction along Cavendish-road aforesaid.

Also on both sides thereof commencing at a point 87 yards or thereabouts measured in a south-westerly direction along Cavendish-road aforesaid from the point at which Cavendish-road intersects or joins High-road, Kilburn, and extending for a length of 44 yards or thereabouts measured in a north-easterly direction along Cavendish-road aforesaid.

#### Tramway No. 4.

In Taylors-lane:—On the north-eastern side commencing at a point 14 yards or thereabouts measured in a north-westerly direction along Taylors-lane aforesaid, from the point at which Taylors-lane aforesaid intersects or joins Church-road, and extending for a length of 290 yards or thereabouts measured in a north-westerly direction along Taylors-lane aforesaid.

Also on the south-western side commencing at a point 37 yards or thereabouts measured in a southerly direction along Taylors-lane from the point at which Denbigh-road intersects or joins Taylors-lane aforesaid, and extending for a length of 17 yards or thereabouts measured in a north-westerly direction along Taylors-lane aforesaid.

Also on the south-western side commencing at a point 6 yards or thereabouts measured in a north-westerly direction along Taylors-lane from the point at which Oak-road intersects or joins Taylors-lane aforesaid, and extending for a length of 58 yards or thereabouts measured in a north-westerly direction along Taylors-lane aforesaid.



## Tramway No. 5.

In Willesden-lane:—On both sides thereof commencing at a point 30 yards or thereabouts, measured in a south-easterly direction along Willesden-lane aforesaid from the point at which Cavendish-road intersects or joins Willesden-lane aforesaid, and extending for a length of 66 yards or thereabouts measured in a south-easterly direction along Willesden-lane.

In Winchester-avenue:—On both sides thereof commencing at a point 78 yards or thereabouts measured in a north-easterly direction along Winchester-avenue aforesaid, from the point at which Salisbury-road intersects or joins Winchester-avenue aforesaid, and extending for a length of 66 yards or thereabouts measured in a south-westerly direction along Winchester-avenue aforesaid.

In Salisbury-road:—On both sides thereof commencing at a point 53 yards or thereabouts measured in a south-easterly direction from the point at which Windermere-avenue intersects or joins Salisbury-road aforesaid, and extending for a length of 66 yards or thereabouts measured in a south-easterly direction along Salisbury-road aforesaid.

Also on both sides thereof from a point 109 yards or thereabouts measured in a south-easterly direction along Salisbury-road aforesaid, from the point at which Bronesbury-road intersects or joins Salisbury-road aforesaid, and extending for a length of 55 yards or thereabouts measured in a south-easterly direction along Salisbury-road aforesaid.

In Malvern-road:—On both sides thereof commencing at a point 26 yards or thereabouts measured in a north-westerly direction along Malvern-road aforesaid, from the point at which Peel-road intersects or joins Malvern-road aforesaid, and extending for a distance of 44 yards or thereabouts measured in a south-easterly direction along Malvern-road aforesaid.

Also on the western side commencing at a point 13 yards or thereabouts measured in a southerly direction along Malvern-road aforesaid, from the point at which Chippenham-mews intersects or joins Malvern-road aforesaid, and extending for a length of 66 yards or thereabouts measured in a southerly direction along Malvern-road aforesaid.

The power intended to be used for moving carriages or trucks on the intended tramways will be animal, electrical, cable or steam power, compressed air or gas, or oil motors, such motive power (other than animal power) to be applied by means of engines or motors carried with the carriages, or separately, or by electrical accumulators carried with the carriages, or by means of electrical energy generated at stations and communicated by means of electric mains or lines either in, or underground, or overhead, or partly by one and partly by another or others of the said methods.

The intended tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To authorise the Council in connection with the intended tramways:—

(a) To place and run carriages and trucks on and to work all or any of such tramways, and to provide waiting rooms, stables, car-

sheds, workshops, buildings, carriages, trucks, rolling stock, harness, engines, machinery, apparatus, motors, horses, steam, cable, electrical and other plant appliances, and conveniences for that purpose, and to sell, exchange or dispose of the same, and to use the intended tramways for sanitary purposes, and the conveyance of scavenging stuffs and materials for the works of the Council.

(b) To demand, take and recover tolls, rates, and charges for the use of the intended tramways by carriages or trucks passing along the same, and for the conveyance of passengers, parcels, goods, animals or other traffic upon the same, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges.

(c) To make from time to time such crossings, passing places, turnouts, sidings, loops, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the intended tramways, or for connecting any portions of any of such tramways, or for providing access to any stables, depôts, carriage sheds, generating stations, transforming or other stations and works, and to alter double to single lines, and vice versa, or double or single to interlacing lines and vice versa, and to alter the position of the intended tramways in any street or road.

(d) To remove or discontinue the use of any part of the intended tramways or any of them, when by reason of the execution of any works affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient and to make in the same or any adjacent street, road, or thoroughfare in the district, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the part of tramway so removed or discontinued to be used or intended so to be.

(e) To lay down, construct, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house or building such posts, brackets, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and works in, on, or under any such surface as may be necessary or convenient either for the working of the intended tramways, or forming connections with any generating, transforming, or other stations, engines, machinery, or apparatus.

(f) To purchase, hold, acquire, and use patent and other rights, or licenses, relative to motive power, or the system and working of the intended tramways or otherwise, and to enter into agreements with reference thereto.

(g) To sell, lease, or otherwise dispose of the intended tramways, or any part or parts thereof, and to transfer all or any of the powers conferred by the Bill to any corporation, company, or person on such terms and conditions, and for such considerations as the Council think fit, or the Bill may provide, and to enter into deeds, agreements, or leases with any corporation, company, or person with reference thereto.

To enable the Council to make and maintain a junction or junctions between Tramway No. 5. hereinbefore described and the existing tramway

of the Harrow-road and Paddington Tramways Company in Malvern-road in the parish of Willesden at or about the termination of the said Tramway No. 5, and to make such alterations in the position or level of the said tramway and the said Tramway No. 5, at such junction or junctions as may be necessary or convenient for effecting such junction or junctions, and to empower the Council if thought fit to take up, remove, alter, dispose of, appropriate, or reconstruct, and relay so much of the said tramway of the said Company or some part thereof as is situate in Cambridge-road and Malvern-road in the said parish.

To empower the Council and their lessees and other Companies or persons lawfully using the intended tramways or any of them to run over, work, and use, for the purpose of traffic of every description, the said portion of the said existing tramway or some part thereof situate in Cambridge-road and Malvern-road in the said parish, and also all conveniences connected therewith with their engines, carriages, trucks, officers, and servants, and to enable them to work the traffic, and to take tolls, rates, and charges for traffic on the said portion of tramway so to be run over, worked, and used. The terms and conditions of such user and payments therefor to be such as may be agreed on or to be determined by arbitration or fixed or authorised by the Bill, and to enable the Council and the Company to enter into and carry into effect agreements and arrangements with reference to any of the matters aforesaid or which may be connected with the working and use of their respective undertakings or any part thereof or conducive to the attainment of the purposes and objects of the Bill.

To enable the Council to make and form junctions with any light railways to be constructed by the Middlesex County Council within the parish of Willesden where the same meet or are contiguous to the intended tramways or any of them, and to empower the Council and their lessees or other Companies or persons lawfully using the intended tramways or any of them, to run over, work, and use for the purpose of traffic of every description, so much of the light railways of the Middlesex County Council as will or may be situated between the point of termination of Tramway No. 1, and the point of commencement of Tramway No. 3, hereinbefore described. And also all stations and conveniences connected with such light railways with their engines, carriages, trucks, servants, and officers, and for that purpose to take and use the energy, appliances, and apparatus employed or used by the Middlesex County Council on the said light railways, or to enable the Council themselves to provide the necessary motive power, and to enable them to work the traffic and to take tolls, rates, and charges for traffic on the said light railways so to be run over, worked, and used, the terms and conditions of such user and payments therefor to be such as may be agreed on or be determined by arbitration or fixed or authorised by the Bill.

If need be, powers will be taken in the Bill to alter and annul the powers of the Middlesex County Council to construct the said light railways or some part thereof within the parish of Willesden, or if constructed to enable the Council to alter or remove the same so far as may be necessary or expedient for the construction and working and user of the intended tramways or any part thereof.

To enable the Council and the Middlesex

County Council to enter into and carry into effect agreements and arrangements with reference to any of the matters aforesaid or which may be connected with the working and use of their respective undertakings or any part thereof, or conducive to the attainment of the purposes and objects of the Bill.

To enable the Council for the construction of the intended tramways or any of them to increase the width of the roadway by reducing the width of the footpath on either or both sides of the road.

To provide for and regulate the repair by the Council or other person or persons, bodies or authorities of any streets or roads in which any tramway, channels, electric lines, apparatus or appliances may for the time being be laid or placed, and for the use and disposal by the Council of any paving or road materials excavated in the construction or repair of the intended tramways or channels or electric lines, apparatus or appliances, or in the exercise of the powers of the Bill.

To incorporate in the Bill and to confer upon the Council in connection with the intended tramways, and whether with or without alteration, all or some of the provisions of the Tramways Act, 1870, and especially but not exclusively the provisions of that Act with respect to the breaking up, re-instatement and repair of streets and roads, to gas and water companies and sewers to the use by the Promoters of flange-wheeled carriages on the tramways, etc., to byelaws and to offences, and to exempt the Council and the intended tramways from or to modify in their application to the same any of the provisions of the said Act.

To make special provision for the prevention of damage to the intended tramways or any works connected therewith.

To authorise the Council to make and maintain the following street widenings and works or some of them which will be situate wholly in the parish of Willesden and county of Middlesex, that is to say:—

#### Road Widening No. 1.

In Station-road on the western side, commencing at a point 20 yards or thereabouts measured in a north-westerly direction from the point at which Tubbs-road intersects or joins Station-road, and extending along Station-road aforesaid for a length of 53 yards or thereabouts in a north-westerly direction, where it terminates.

#### Road Widening No. 2.

In Station-road on the western side commencing at a point 8 yards or thereabouts measured in a north-westerly direction from the point at which Ranelagh-road intersects or joins Station-road aforesaid, and extending along Station-road aforesaid for a length of 139 yards or thereabouts measured in a north-westerly direction, where it terminates.

#### Road Widening No. 3.

In Acton-lane on the northern side and in High-street, Harlesden, on the western side, the widening commencing in Acton-lane at a point 17 yards or thereabouts measured in an easterly direction from the refuge lamp at the junction of Acton-lane and Station-road aforesaid, and extending along Acton-lane for a length of 43 yards or thereabouts measured in an easterly direction, where it terminates.

#### Road Widening No. 4.

In Station-road on the eastern side com-

mencing at a point 7 yards or thereabouts, measured in a north-westerly direction from the point at which Tubbs-road intersects or joins Station-road, and extending along Station-road aforesaid for a length of 146 yards or thereabouts in a north-westerly direction, where it terminates.

Road Widening No. 5.

In Craven-park on the western side commencing at a point 12 yards or thereabouts measured in a southerly direction along Craven-park from the point at which Fortune Gate-road intersects or joins Craven-park, and extending for a length of 30 yards or thereabouts measured in a northerly direction along Craven-park aforesaid, where it terminates.

Road Widening No. 6.

In Church-road on the western side commencing at a point 10 yards or thereabouts measured in a north-easterly direction from the point at which Suffolk-road intersects or joins Church-road aforesaid, and extending for a length of 74 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 7.

In Craven-park on the eastern side commencing at a point 33 yards or thereabouts measured in a northerly direction from the point at which Innau-road intersects or joins Craven-park aforesaid, and extending for a length of 44 yards or thereabouts measured in a northerly direction along Craven-park aforesaid, where it terminates.

Road Widening No. 8.

In Church-road on the eastern side measured from the southern point of commencement of Church-road aforesaid, and extending for a length of 166 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 9.

In Church-road on the eastern side commencing at a point measured 7 yards or thereabouts measured in a north-easterly direction from the point at which West Ella-road (north), intersects or joins Church-road aforesaid, and extending for a length of 70 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 10.

In Church-road on the eastern side commencing at a point 7 yards or thereabouts measured in a north-easterly direction from the point at which Norfolk-road intersects or joins Church-road aforesaid, and extending for a length of 130 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 11.

In Church road on the eastern side commencing at a point 63 yards or thereabouts measured in a south-westerly direction from the point at which Mayo-road intersects or joins Church-road aforesaid, and extending for a length of 104 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 12.

In Church-road on the north-western side commencing at a point 7 yards or thereabouts measured in a north-easterly direc-

tion from the point at which Talbot-road intersects or joins Church-road aforesaid, and extending for a length of 71 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 13.

In Church-road on the eastern side commencing at a point 7 yards or thereabouts measured in a north-easterly direction from the point at which Conley-road intersects or joins Church-road aforesaid, and extending for a length of 36 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 14.

In Church-road on the eastern and south-eastern sides commencing at the point of termination of Road Widening No. 13 aforesaid, and extending for a length of 134 yards or thereabouts in a north-easterly direction along Church-road aforesaid, where it terminates.

Road Widening No. 15.

In Church-road on the eastern side and High-road, Willesden-green, on the southern side the widening commencing in Church-road at a point 53 yards or thereabouts measured in a northerly direction from the point at which Hlex-road intersects or joins Church-road aforesaid, and extending along Church-road for a length of 15 yards or thereabouts, thence proceeding along the southern side of High-road, Willesden-green, commencing at a point 14 yards or thereabouts measured in an easterly direction from the refuge lamp at the junction of Church-road and High-road, Willesden-green, and extending in an easterly direction for a length of 93 yards or thereabouts along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 16.

In High-road, Willesden-green, on the southern side commencing at a point 9 yards or thereabouts measured in an easterly direction from the point at which Cobbold-road intersects or joins High-road, Willesden-green, and extending for a length of 68 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 17.

In High-road, Willesden-Green, on the northern side commencing at a point 62 yards or thereabouts measured in an easterly direction from the refuge lamp at the junction of Church-road and High-road, Willesden-green aforesaid, and extending for a length of 343 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 18.

In High-road, Willesden-green, on the southern side commencing at the point of termination of Road Widening No. 16, and extending for a length of 73 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 19.

In High-road, Willesden-green, on the southern side commencing at the point of termination of Road Widening No. 18, and extending for a length of 34 yards

or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 20.

In High-road, Willesden-green, on the south-eastern side commencing at a point 6 yards or thereabouts, measured in a north-easterly direction from the point at which Pound-lane intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 63 yards or thereabouts measured in a north-easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 21.

In High-road, Willesden-green, on the southern side commencing at a point 100 yards or thereabouts, measured in an easterly direction from the point at which Pound-lane intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 50 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 22.

In High-road, Willesden-green, on the southern side commencing at a point 24 yards or thereabouts measured in an easterly direction from the point at which Queens-avenue intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 122 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 23.

In High-road, Willesden-green, on the northern side commencing at a point 75 yards or thereabouts measured in an easterly direction from the point at which Belton-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 212 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 24.

In High-road, Willesden-green, on the southern side commencing at a point 7 yards or thereabouts measured in an easterly direction from the point at which Stode-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 164 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 25.

In High-road, Willesden-green, on the northern side commencing at a point 72 yards or thereabouts measured in an easterly direction from the point at which Linacre-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 90 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 26.

In High-road, Willesden-green, on the northern side commencing at a point 17 yards or thereabouts measured in an easterly direction from the refuge lamp at the junction of Park-avenue and High-road, Willesden-green, aforesaid, and extending for a length of 53 yards or thereabouts measured in an easterly direction

along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 27.

In Walm-lane on the eastern side and Willesden-lane on the northern side commencing in Walm-lane at a point 90 yards or thereabouts measured in a north-easterly direction from the refuge lamp at the junction of Walm-lane and Willesden-lane aforesaid, and extending for a length of 77 yards or thereabouts measured in a south-westerly direction along Walm-lane aforesaid, and thence proceeding along Willesden-lane on the northern side, commencing at a point 12 yards or thereabouts measured in an easterly direction from the refuge lamp at the junction of Walm-lane and Willesden-lane, aforesaid, and extending for a length of 253 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid, where it terminates.

Road Widening No. 28.

In High-road, Willesden-green, on the southern side commencing at a point 17 yards or thereabouts measured in an easterly direction from the point at which Linacre-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 76 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 29.

In High-road, Willesden-green, on the southern side commencing at a point 108 yards or thereabouts measured in an easterly direction from the point at which Linacre-road intersects or joins High-road, Willesden-green, aforesaid, and extending for a length of 60 yards or thereabouts measured in an easterly direction along High-road, Willesden-green, aforesaid, where it terminates.

Road Widening No. 30.

In Willesden-lane on the southern side commencing at a point 62 yards or thereabouts measured in an easterly direction from the point at which Heathfield-park (east) intersects or joins Willesden-lane, and extending for a length of 97 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid, where it terminates.

Road Widening No. 31.

In Willesden-lane on the northern side commencing at a point 147 yards or thereabouts measured in a westerly direction from the point at which Coverdale-road intersects or joins Willesden-lane aforesaid, and extending for a length of 166 yards or thereabouts measured in an easterly direction along Willesden-lane aforesaid, where it terminates.

Road Widening No. 32.

In Church-road, Harlesden, on the western side, and Taylors-lane on the south-western side, commencing in Church-road at a point 21 yards or thereabouts measured in a northerly direction from the point at which Norfolk-road intersects or joins Church-road aforesaid, and extending for a length of 55 yards or thereabouts measured in a northerly direction along Church-road and Taylors-lane aforesaid, where it terminates.

Road Widening No. 33.

In Church-road on the western side and Taylors-lane on the north-eastern side commencing in Taylors-lane at a point 35 yards

or thereabouts measured in a south-easterly direction from the point at which Guilsborough-road intersects or joins Taylors-lane, and extending for a length of 50 yards or thereabouts measured in a southerly direction along Taylors-lane aforesaid, and proceeding along Church-road commencing at a point 65 yards or thereabouts measured in a north-easterly direction from the point at which Norfolk-road intersects or joins Church-road aforesaid, and extending for a length of 43 yards or thereabouts measured in a north-easterly direction along Church-road aforesaid, where it terminates.

Work No. 33a.

Consisting of the lowering and re-making of roadway in Taylors-lane, and proposed new (Gibbons) road, upon each side of and under the bridge, carrying the Midland and South Western Junction Railway over the aforesaid Taylors-lane, and commencing at a point in Taylors-lane, measured 39 yards or thereabouts in a south-easterly direction, from a point in the roadway immediately below the centre of the parapet upon the south-eastern side of the aforesaid bridge, and extending for a length of 94 yards or thereabouts in a north-westerly direction, along the aforesaid Taylors-lane, and in a westerly direction, along the proposed new (Gibbons) road, where it terminates. The work also includes the lowering of a section of Bridge-road, commencing at the point at which it intersects or joins Taylors-lane, and extending for a length of 26 yards or thereabouts in a north-westerly direction along the said Bridge-road, where it terminates, in order that the level of the said Bridge-road shall coincide with the proposed new surface level of Taylors-lane.

Road Widening No. 34.

At the angle formed by the south-western side of Willesden-lane, and the north-western side of Winchester-avenue, and extending for a length of 8 yards or thereabouts respectively along Willesden-lane and Winchester-avenue aforesaid, measured from the said angle before-mentioned, where it terminates.

Road Widening No. 35.

At the angle formed by the north-eastern side of Salisbury-road and the south-eastern side of Winchester-avenue and extending for a length of 8 yards or thereabouts respectively along Salisbury-road and Winchester-avenue aforesaid, measured from the said angle last-mentioned, where it terminates.

Road Widening No. 36.

At the junction of Malvern-road on the eastern side, and Cambridge-road on the western side, commencing in Malvern-road at a point 16 yards or thereabouts measured in a southerly direction from the point at which Chippenham-mews intersects or joins Malvern-road aforesaid, and extending for a length of 19 yards or thereabouts measured in a southerly direction, thence proceeding along Cambridge-road from the point of termination of the before mentioned widening in Malvern-road, and extending for a length of 19 yards or thereabouts, measured in a northerly direction along Cambridge-road aforesaid, where it terminates.

To authorise the Council in connection with the said proposed street widenings and works, to make and maintain all necessary approaches, bridges, connections, retaining walls, junctions, piers, abutments, embankments, girders, arches, sewers, drains, culverts, excavations, and other works and conveniences, and to provide that any lands or property laid into and appropriated for the said street widenings and works or any of them, shall become part of the public highways.

To empower the Council for all or any of the purposes of the Bill to stop, break up, alter, remove, cross, divert, and otherwise interfere with temporarily or permanently, and if permanently to appropriate the site and soil of, and extinguish all rights of way over public and private streets, roads, highways, footways, pavements, streams, watercourses, railways, tramways, bridges, canals, sewers, drains, gas and water mains, electric mains, or boxes, pipes, tubes, wires, telegraph, telephone, and other apparatus.

To empower the Council to make and maintain in any streets, roads, footways, and thoroughfares, all such diversions, alterations of levels and width of roadway and footway, as may be expedient for or in connection with the construction of the intended tramways, street widenings, and other works, and for making convenient accesses from or junctions and connections with the same.

To authorise the Council to deviate in the construction of all or any of the works proposed to be authorised by the Bill both vertically and laterally to the extent shown on the deposited plans and sections, or to be defined by the Bill, or to be prescribed by Parliament.

To enable the Council to appropriate and use lands or property belonging to them for any of the purposes of the Bill, and especially the lands in or near Taylors-lane described in this Notice, and to purchase or otherwise acquire or use compulsorily or by agreement, lands, houses, buildings, easements, or other property, for any of the said purposes, and the Bill will or may seek power to enable the Council to purchase compulsorily such easements as may be necessary for the construction of the intended tramways, road widenings and works, without purchasing the lands, houses or property through which the same will or may be constructed.

To authorise the purchase of so much only of any house, building, manufactory or property as may be required for the purposes of the Bill, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

To make special provisions with reference to the mode and terms and costs of settlement of compensation for the acquisition of any lands, houses, or property proposed to be acquired under the powers of the Bill, and also with respect to lands, houses and property which may be, or may be alleged to be, injuriously affected by the powers of the Bill.

To empower the Council to retain, hold, and use lands and other hereditaments or interests, easements, rights, or privileges, in, over, or affecting the same notwithstanding anything contained in the Lands Clauses Consolidation Act, 1845, or to sell and dispose of or let on lease or exchange any such lands or property for building or other purposes as the Bill may prescribe; and the Bill will or may vary or extinguish all or any rights, easements, or privileges, in, over, or affecting any lands or property which, or any easement, right, or

privilege in, over, or affecting which the Council may purchase, acquire, or take.

To empower the Council upon the lands hereinafter mentioned, situate in the parish of Willesden in the county of Middlesex, or upon any part of such lands; to erect, maintain, work, and use a station or stations for generating, storing, transforming, transmitting, and distributing electrical energy with all necessary dynamos or batteries, accumulators, engines, plant, machinery, buildings, works, apparatus, and conveniences for that purpose, and to generate, transform, transmit, and use and supply such energy for the purposes of their electric lighting undertaking, and of the intended tramways and of the other purposes specified in this Notice or the Bill or some of them.

The following is a description of the lands hereinbefore referred to belonging to the Council (that is to say):—

Certain lands belonging to the Council, situate in or near Taylors-lane, Harlesden, in the parish of Willesden, in the county of Middlesex, and bounded on the east side thereof by the Midland and South Western Junction Railway, and on the north, the west and the south sides thereof by other land belonging or reputed to belong to Frederick Gibbous, and containing 143,016 square feet or thereabouts. Which said lands are bounded by an imaginary line, commencing at a point distant 9 yards or thereabouts measured in a westerly direction from the western end of the southern abutment of the railway bridge, carrying the said railway over Taylors-lane, thence proceeding in a southerly direction along the western boundary of the said railway for a length of 171 yards or thereabouts, thence proceeding in a south-westerly direction for a length of 53 yards or thereabouts, thence proceeding in a north-westerly direction for a length of 57 yards or thereabouts, thence proceeding in a northerly direction for a length of 173 yards or thereabouts, thence proceeding in an easterly direction for a length of 90 yards or thereabouts, and terminating at the point of commencement aforesaid. The relation of the boundaries hereinbefore described is such that a diagonal line drawn between the north-westernmost angle of the boundary and the south-easternmost angle of the boundary has a length of 184 yards or thereabouts.

For all or some of the purposes of the Bill to amend, vary, alter, or repeal the provisions of the Electric Lighting Acts, 1882 and 1888, and the Willesden Electric Lighting Order, 1898, and to enable the Council (a) to utilise electrical power generated under the powers of the said Order of 1898, or of the Bill for the purposes of the intended tramways or any of them or other the purposes of the Bill, and if thought fit to apportion their expenses and revenues between their Tramway Undertaking and their Electric Lighting Undertaking or otherwise as the Bill may provide, and to make provision as to the application of such revenues respectively; (b) to supply electrical energy to any local authority authorised to supply electricity in any adjacent or neighbouring districts; (c) to supply any house, factory, building, or other property outside the district with electrical energy with the consent of the Board of Trade and of the local authority of the district within which such house, factory, building, or other property is situated; (d) to supply electrical energy for traction purposes and to any person, company, authority, or corporation authorised to use electrical energy

for traction purposes on any tramway, tramroad, light railway, ordinary railway, or underground railway, for all or any purposes for which such person, company, authority, or corporation are empowered to use the same within or without the district, and to authorise the Council and any such person, company, authority, or corporation to enter into and carry into effect agreements for all or any of such purposes; (e) to purchase, supply, sell, let, use, and otherwise deal in and fit, fix, alter, repair, and remove electrical wires, fuses, casings, meters, switches, fittings, lamps, motors, and other apparatus, and to provide materials and do all work necessary and take such remuneration, rents, or charges, and make such terms and conditions with respect to such supply, sale, letting, use, fitting, fixing, alteration, repairing, or removal of such apparatus or the provision of such materials or the doing of such work, and to borrow money for such purposes, and to provide that any expense incurred by the Council shall be deemed to be an expense incurred under the Electric Lighting Act, 1882; (f) to make byelaws with respect to any wires, apparatus, and fittings, in any building or premises within the district supplied with electricity, and for the protection of or for the supply of electricity.

To authorise the Council to allow discounts on payments for supply of electric light or power, and to refuse to supply electrical energy in such cases as may be prescribed by the Bill.

To alter the date prescribed by the Electric Lighting Act, 1882, for the making and filling up of the accounts of the Electric Lighting Undertaking of the Council.

To make better provision for the prevention of infectious diseases, and confer powers on the Council with regard to the following matters:—

The closing of day and Sunday schools in cases of infection; the regulation of dairies and dairymen and the milk supply of the district; the prohibition of the sale of milk in certain cases; the notification of tuberculosis; the isolation of diseased cows; the inspection of cows, dairies, cowsheds and milkshops within and outside the district, and empowering the medical officer or other officer of the Council to enter premises and to take samples of milk and to prohibit the sale of milk from such dairies, cowsheds and milkshops; the sale of milk by retail in the streets; the imposition of penalties for breaches, and to define the meanings of the words "dairy" and "dairyman," and the prevention of infection through the return of infected books in lending libraries.

To confer powers on the Council and to make further provision for the improvement and good government of the district, and for preserving the health of the inhabitants and especially with respect to the following amongst other matters:—

The cleansing and construction of cisterns, and the prevention of the contamination of water used for domestic supply, and of dampness in buildings caused by defective or insufficient gutters, spouts, etc., and the deposit of materials; the provision of public conveniences and lavatories in, or under streets, or elsewhere; the making of byelaws in reference thereto, the employment and pay of attendants, and making of charges for the use of such conveniences and lavatories; the letting of the same; the power of entry by the officers of the Council into houses and premises for the purpose of inspection; the appointment by the Council of more than one inspector of nuisances; the provision of public drinking fountains; as to



houses without proper water supply; fencing of vacant lands; the prevention of drainage of any property fronting or abutting on any street from flowing on to the footpath of such street; the provision of sufficient water closet accommodation in buildings, and as to nature, size, materials, and position thereof; amendment of general law as to sewers and drains, and enabling the Council to order houses to be drained by combined system of drainage; the ventilation of sewers, and the laying, repair and maintenance of pipes and other apparatus, and entry on private or other lands for such purposes; the covering in of ditches by owners; the ventilation of staircases and the lower portions of buildings; the cubical contents of rooms used for sleeping purposes, and the prevention of the use of rooms for sleeping purposes containing less air space than that to be specified in the Bill; and to enable the Council to require the use of portable ashbins, and the removal of disused ashpits, privies, or similar erections.

To confer powers on the Council and to make further and better provision in regard to streets and buildings within the district and particularly in reference to the following matters:— Power to the Council to vary or alter the position, direction, or level of new streets; line of frontage of buildings to new streets to be defined on plans submitted to the Council for their approval, and the prevention of the erection of any building nearer the centre of any new streets than such line; the definition of new buildings; the prohibition, licensing, and regulation of skysigns, advertising hoardings, projections overhanging public streets and street advertisements; approval and retention by the Council of plans, drawings, sections, &c., deposited with them; power to the Council to prohibit the laying out of any new street of a greater length than that to be prescribed in the Bill without having intersecting streets, and also to prevent the formation of culs-de-sac or streets with dead or closed ends; to provide that the continuation of an existing street shall be deemed to be a new street, and to enable the Council to declare where streets begin and end; the prohibition of the erection of buildings in any street until such street is laid out, formed, and kerbed, to the satisfaction of the Council: the erection and regulation of temporary and moveable buildings and structures, and the granting of licenses for such erection and the removal of such buildings and structures and sale of materials in certain cases; the lopping of trees and shrubs overhanging streets; the laying of crossings for horses and carriages over footways; names of new streets to be submitted to the Council for approval: the construction of rooms, staircases and structures over and adjoining stables; empowering the Council to require greater width of streets, in certain cases; prohibiting the erection of buildings or structures within such distance from the centre of any street or way as may be defined by the Bill; the regulation of the fixing of timber in external walls of buildings; the structure, thickness, height, position, and materials of chimney shafts; the uniting of buildings and openings in party or other walls of buildings; the construction, stability, and materials of the corridors, staircases, and floors of buildings constructed, or used as flats or tenements; limiting the height of existing and new buildings, and regulating the quality of materials used in new buildings and the manner in which and the materials with which

grates, stoves, and fireplaces, shall be set in new buildings.

To make further and better provision in regard to parks, recreation grounds and open spaces, and to empower the Council to erect, furnish, equip, maintain and remove conservatories, pavilions, refreshment rooms, shelters, and other buildings and conveniences in any public park, recreation ground, or open space belonging to, or under the control of the Council. To authorise the letting of the same and charges for the use thereof and admission thereto. To authorise the setting apart of any park, recreation ground or open space, or any part thereof, for games. To provide apparatus for games, and to make charges for the use thereof respectively. To authorise the Council to employ and pay, or to contribute to the expense of a band or bands of music. To empower the Council to place seats and chairs in parks, recreation grounds, streets and open spaces, and to charge for the use thereof, and to make byelaws in regard to the matters aforesaid.

To extend and apply the provisions of section 28 of the Towns Police Clauses Act, 1847, and also the provisions of Sections 3 and 4 of the Vagrancy Act, 1824, and of such other sections of those Acts as the Bill may provide, to offences committed in parks and recreation grounds, and to streets and places not deemed to be public places, or places of public resort.

To transfer or provide for the transfer to and the taking over by the Council of all or any of the powers, rights, duties, privileges, and authorities, liabilities, estates, and property of the vestry of the parish of Willesden, and to confer on the Council and their officers all necessary powers in reference to the discharge of such duties.

To abolish the office of vestry clerk for the parish of Willesden, and to confer upon the Council all necessary powers for carrying out the duties of the said vestry clerk, incident and attaching to his office, including the making up of the register of electors, and such other duties as the Bill may prescribe.

To make provision for the execution and performance of the duties, liabilities, and obligations of the vestry, and if thought fit for making compensation to any officer displaced by reason of any of the provisions of the Bill.

To make provision as to the rating of buildings, occupied during any part of the period over which a rate is made, and to provide that rates which the Council are entitled to levy and raise may be enforced by the Council in like manner as if they were poor rates.

To alter and enlarge the present borrowing powers of the Council, and to enable them for the purposes of the intended tramways, street widenings, and works, and other purposes (including costs) of the Bill to borrow, re-borrow, or raise further moneys by mortgage, bond, debenture, or debenture stock, or otherwise, on the security of the district fund, general district rate, and other rates, tolls, revenues, estates, lands, undertakings, and properties leviable by, or belonging to the Council or any of them, and to provide for the application of borrowed moneys, and to empower the Council to make, levy and recover rates or assessments for the purposes of the Bill, and to authorise the Council to apply any of their funds, or any moneys they are authorised to borrow for any of the purposes of the Bill, and to provide that in calculating the amount which the Council may from time to time borrow under the Public Health Act, 1875, the amounts borrowed by the

Council for all or any of the purposes of the Bill shall not be included or taken into account.

To make provision as to the repayment of moneys borrowed, or to be borrowed by the Council, and as to the sinking fund for the repayment of moneys so borrowed, or to be borrowed by such instalments, and within such periods as the Bill may prescribe, and to extend the period for repayment of moneys borrowed, or to be borrowed by the Council for the purposes of their Electric Lighting Undertaking.

To enable the Council to consolidate their loans or any of them, and to equate the period for the discharge of such loans or within which the consolidated loans are to be discharged, and to vary any period for repayment of such loans.

To make provision as to the expenses of the execution by the Council of the provisions of the Bill, and for the payment of the costs, charges, and expenses of, and incident to the preparing for obtaining and passing of the Bill or otherwise in relation thereto, out of moneys to be borrowed by the Council under the powers of the Bill or in such other manner, and out of such funds or rates as shall be defined by the Bill.

To authorise the Council to levy and recover tolls, rates, rents, and charges, general and special, for all or any of the objects and purposes of the Bill, and to alter or increase existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from existing or future tolls, rates, rents, and charges, and to enable the Council to levy, assess, recover or collect all or any tolls, rates, rents and charges together or separately. To vary or extinguish all existing rights or privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the Bill, and to confer other rights and privileges.

To provide for the making of rules, byelaws, and regulations by the Council for or in respect of all or any of the objects and purposes of the Bill, and to extend the powers of the Council in regard to byelaws under the Public Health Acts. To impose penalties for breaches or non-observance of the provisions of the Bill and of such rules, byelaws, and regulations, and to provide for the recovery and application of such penalties and for the laying and making of informations and complaints and the authentication and service of notices and other documents and audit of accounts.

To enable the Council on the one hand and any local authority, company, or person on the other hand, to enter into and carry into effect agreements with respect to any of the purposes of the Bill and with regard to tramways (including in that word any tramroad or light railway in the district), not being the property of the Council, and any tramways in any adjacent districts which can be worked with any of the tramways for the time being belonging to the Council, and from time to time to enter into and carry into effect contracts and agreements with respect to the purchase, sale, lease, working, use, management, repair, and maintenance, by the contracting parties of all or any of their respective undertakings, tramways, and works, or any part or parts thereof respectively, the making of all necessary junctions, the supply of rolling stock, plant, machinery, and electrical energy or power, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation,

conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the collection, division, and apportionment of the revenue arising from such traffic and the payment of any fixed or contingent rent, and to confirm and to give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To incorporate with or, without variations such of the provisions as may be thought fit of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Local Government Acts, the Electric Lighting Acts, 1882 to 1899, the Towns Improvement Clauses Act, 1847, the Towns Police Clauses Act, 1847, the Vagrancy Act, 1824, the Public Health Acts, the Local Loans Act, 1875, the Tramways Act, 1870, the Arbitration Act, 1839, and such other Acts as may be necessary, and all other Acts (public or local) amending or extending those Acts or any of the provisions thereof affecting urban sanitary authorities with such modifications as may be contained in the Bill.

To vary, amend, extend, repeal, apply, alter or consolidate such of the provisions as may be deemed expedient of the following Acts and orders, or some of them:—The Willesden Local Board Act, 1876, the Willesden Local Board Act, 1887, the Willesden Sewerage Act, 1896, the Willesden Electric Lighting Order, 1899, and all other Acts or orders relating to or affecting the Council. The Harrow-road and Paddington Tramways Act, 1886, relating to the Harrow-road and Paddington Tramways Company, the County of Middlesex Light Railways Order 1900, No. 2, relating to the Middlesex County Council and all other Acts and orders relating to or affecting that Company and Council or any of them or their undertakings. The Telegraph Act, 1868, and all other Acts relating to or affecting Her Majesty's Postmaster-General in right of street or postal telegraphs or otherwise and all other public and private Acts or orders applicable to or whose provisions might be useful to or affect or interfere with the objects and purposes of the Bill.

And notice is hereby given, that on or before the 30th day of November, 1900, duplicate plans and sections of the intended tramways, and the road widenings, and other works and plans, showing also the lands, houses, and other property which may be taken, used, and acquired for the purposes thereof, and for the other purposes of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or the reputed owners and lessees, and the occupiers of such lands, houses, and property, 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 the Guildhall, in the city of Westminster, and on or before the same day a copy of the said plans, sections, book of reference, and Gazette Notice will also be deposited for public inspection with the Clerk to the Urban District Council of Willesden, at his office at the Public Offices, Dyne-road, Kilburn, in the county of Middlesex.

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 15th day of November, 1900.

W. G. GREIG, 18, Abingdon-street, Westminster, Solicitor;  
HOLMES, GREIG and GREIG, 18, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Wigan Corporation Tramways.

(Construction of Tramways; Gauge; Motive Power; Working Agreements; Street Widening; Purchase of Lands; Superfluous Lands; Extension of Electric Lighting Powers; Borrowing of Money; Application, Incorporation, Repeal, and Amendment of Acts.)

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 Wigan (hereinafter referred to as "the Corporation" and "the Borough" respectively) for an Act for all or some of the following objects and purposes (that is to say):—

1. To empower the Corporation to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing places, stables, carriage-houses, engine, boiler and dynamo houses, sheds, buildings, engines, dynamos, works and conveniences connected therewith respectively. In the following description, where any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance (unless otherwise stated) is to be taken as measured along the centre of the street from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken as opposite the centre of the street.

The Tramways proposed to be authorised will be situate in the county borough and township of Wigan, and in the urban district and township of Standish-with-Langtree, both in the county palatine of Lancaster, and are as follows:—

Tramway No. 1.—Situate in the townships of Wigan and Standish-with-Langtree, commencing in Wigan-lane by a junction with Tramway No. 6, authorised by the Wigan Corporation Act, 1898 (hereinafter called "the Act of 1898"), at a point 2 chains 25 links from Elmfield-road, measured in a northerly direction and terminating in High-street at a point 50 links south-east of School-lane.

Tramway No. 2.—Situate in the townships of Wigan and Standish-with-Langtree, commencing in Woodhouse-lane by a junction with the existing Tramway No. 5 authorised by the Act of 1898 at a point 1 chain 90 links from Holcroft-street measured in a north-westerly direction, and terminating in Standish Lower-road at a point opposite to the west corner of the "Royal Oak" Inn.

Tramway No. 3.—Situate in the township of Wigan, commencing in Rodney-street by a junction with Tramway No. 3 authorised by the Act of 1898 at a point 25 links south-west of the north-east end of that street and terminating in Whelley at the boundary of the townships of Wigan and Aspull.

Tramway No. 4.—Situate in the township of Wigan, commencing in Market-street by a junction with the existing Tramway No. 5 authorised by the Act of 1898 at a point 80 links from New Market-street measured in a south-easterly direction, and terminating in Woodhouse-lane by a junction with the said Tramway No. 5 at a point 50 links from Park-road, measured in a north-westerly direction.

Tramway No. 5.—Situate in the township of Wigan, commencing in Wallgate by a junction with the existing Tramway No. 3 authorised by the Wigan Tramways Order,

1879, at a point 65 links from Caroline-street measured in a north-easterly direction and terminating in the electric light and power station of the Corporation in Bradford-place.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 ft. 6 ins. will intervene between the outside of the foot-path on the side or sides hereinafter mentioned of the streets or roads and the nearest rail of the tramway:—

Tramway No. 1. (a) In Wigan-road on both sides, from a point 132 yards measured in a south-easterly direction from the centre of the London and North-Western Railway where it crosses the said road for a distance of 79 yards in a north-westerly direction.

(b) In Wigan-road on both sides, from a point 30 yards measured in a south-easterly direction from the centre of the London and North-Western Railway where it crosses the said road for a distance of 62 yards in a north-westerly direction.

(c) In Wigan-road on the north side, from a point 16 yards west of Chorley-lane for a distance of 60 yards in a westerly direction.

(d) In Wigan-road on both sides from a point 353 yards measured in a north-westerly direction from Chorley-lane for a distance of 79 yards in a north-westerly direction.

(e) In Wigan-road on the west side from a point 34 yards measured in a southerly direction from the entrance to Limes Farm for a distance of 142 yards in a northerly direction.

(f) In Wigan-road on the south side from a point 120 yards in a westerly direction from the entrance to Limbrick House for a distance of 52 yards in a westerly direction.

(g) In Wigan-road on both sides from a point 92 yards measured in an easterly direction from the entrance to "Ashfield" for a distance of 79 yards in a westerly direction.

(h) In Wigan-road on the south side from a point 13 yards measured in an easterly direction from the entrance to "Ashfield" for a distance of 31 yards in a westerly direction.

(i) In Wigan-road on the south side from a point 113 yards measured in a westerly direction from the entrance to "Ashfield" for a distance of 68 yards in a westerly direction.

(j) In Wigan-road on both sides from a point 73 yards measured in a south-easterly direction from the entrance to Highfield House for a distance of 79 yards in a north-westerly direction.

(k) In Wigan-road on both sides from a point 127 yards measured in a north-westerly direction from the entrance to Standish Hall for a distance of 79 yards in a north-westerly direction.

(l) In High-street on both sides from a point 36 yards measured in a north-westerly direction from Cross-street for a distance of 79 yards in a north-westerly direction.

Tramway No. 2.—(a) In Standish Lower-road on both sides from a point 50 yards measured in a westerly direction from the entrance to the Martland Bridge Inn for a distance of 79 yards in a westerly direction.

(b) In Standish Lower-road on the west side from a point 235 yards measured in a north-

westerly and northerly direction from the entrance to Martland Bridge Inn for a distance of 185 yards in a northerly direction.

(c) In Standish Lower-road on both sides from a point 11 yards measured in an easterly direction from the east corner of School for a distance of 79 yards in a westerly direction.

(d) In Staudish Lower-road on both sides from a point 92 yards measured in an easterly direction from the entrance to Royal Oak Inn, for a distance of 79 yards in a westerly direction.

Tramway No. 3.—(a) In Millgate on both sides from a point 37 yards measured in a north-easterly direction from Station-road for a distance of 79 yards in a north-easterly direction.

(b) In Scholes on both sides from a point 10 yards measured in a north-easterly direction from School-lane for a distance of 94 yards in a north-easterly direction.

(c) In Scholes on both sides from a point 10 yards measured in a north-easterly direction from Wellington-street for a distance of 283 yards in a north-easterly direction.

(d) In Scholes on both sides from a point 6 yards measured in a north-easterly direction from Molyneux-street for a distance of 254 yards in a north-easterly direction.

(e) In Whelley on both sides from a point 60 yards measured in a north-easterly direction from Baron-street for a distance of 100 yards in a north-easterly direction.

(f) In Whelley on both sides from a point 6 yards measured in a north-easterly direction from Thomson-street for a distance of 113 yards in a north-easterly direction.

(g) In Whelley on both sides from a point 6 yards measured in a north-easterly direction from Newman-street for a distance of 73 yards in a north-easterly direction.

(h) In Whelley on both sides from a point 88 yards measured in a north-easterly direction from the centre of the London and North-Western Railway where it crosses the said road to a point 4 yards measured in a north-easterly direction from Dorset-street.

Tramway No. 4.—(a) In Frog-lane on both sides from a point 18 yards measured in a westerly direction from Prescott-street for a distance of 79 yards in a westerly direction.

(b) In Woodhouse-lane on both sides from a point 57 yards measured in a north-westerly direction from Railway-street for a distance of 79 yards in a north-westerly direction.

Tramway No. 5.—(a) In Caroline-street on the north side from a point 40 yards measured in a westerly direction from Chapel-lane for a distance of 35 yards in an easterly direction.

(b) In Bradford-street on both sides from a point 5 yards measured in a south-easterly direction from Chapel-lane for a distance of 75 yards in a south-easterly direction.

2. The proposed tramways will be constructed on the gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways. The motive power will be animal power or any mechanical power (including steam, electric, and every other motive power not being animal power).

3. To provide that the proposed tramways shall form part of the existing tramway undertaking of the Corporation, and to extend and

apply thereto all or some of the provisions relating to that undertaking, including the Wigan Tramways Order 1879 (confirmed by the Tramways Orders Confirmation Act, 1879), the Wigan Tramways Order, 1884 (confirmed by the Tramways Orders Confirmation (No. 2) Act, 1884), the Wigan Corporation Act, 1893, the Wigan and District Tramways Order, 1895 (confirmed by the Tramways Orders Confirmation (No. 2) Act, 1895), the Act of 1898, and the Wigan Corporation Tramways Order, 1900 (confirmed by the Tramways Orders Confirmation (No. 1) Act, 1900).

4. To empower the Corporation to make, from time to time, in connection with their existing and authorised tramways and in connection with the proposed tramways, such crossings, passing-places, sidings, loops, junctions and other works as they may deem necessary to construct, or to take up and reconstruct any of such tramways or any part or parts thereof in such position in the street or road as the Corporation think fit, and to lay down double in lieu of single lines and single in lieu of double lines and interlacing lines in lieu of double or single lines upon any of such tramways.

5. To empower the Corporation for the purposes either of their tramway undertaking or their electric lighting undertaking to attach brackets, wires, lamps and apparatus to buildings for the purpose of working the tramways or for the purpose of lighting the streets.

6. To empower the Corporation and any Corporation, person, company, or body to enter into and fulfil contracts and agreements for and in relation to the construction, working, lease, sale, and purchase of the whole or any part of the tramways of the Corporation, and of the tramways of such other Corporation, person, company, or body, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties.

7. To empower the Corporation to make and maintain the following street widenings within the said townships of Wigan and Standish-with-Langtree, together with all necessary and proper works, improvements, junctions, connections, approaches, and conveniences connected therewith or incidental thereto, namely:—

(1) A widening of Whelley on the west side thereof, commencing at a point 37 yards from the centre of Thomson-street and terminating at a point 129 yards from the said centre of Thomson-street, both measured in a northerly direction.

(2) A widening of Whelley on the south-east side thereof, commencing at a point 168 yards from the centre of the London and North-Western Railway where it crosses the said road and terminating at a point 306 yards from the said centre of the railway, both measured in a north-easterly direction.

(3) A widening of Whelley on the south-east side thereof, commencing at the south-west side of Cheltenham-street and terminating at a point 180 yards from the said south-west side of Cheltenham-street, measured in a north-easterly direction.

(4) A widening of Wigan-road on the south-west side thereof, commencing at a point 50 yards from the centre of the London and North-Western Railway where it crosses that road measured in a south-easterly direction and terminating at a point 33 yards from the said centre of the London and North-Western Railway measured in a north-westerly direction.

- (5) A widening of Wigan-road on the north-easterly side thereof, commencing at a point 132 yards from the centre of the London and North-Western Railway where it crosses that road measured in a south-easterly direction and terminating at a point 102 yards measured in a north-westerly direction.
- (6) A widening of Wigan-road on the north side thereof, commencing at a point 15 yards from the centre of Chorley-lane and terminating at a point 71 yards from the said centre of Chorley-lane measured in a westerly direction.
- (7) A widening of Wigan-road on the south side thereof, commencing at a point 60 yards from the centre of Chorley-lane and terminating at a point 893 yards from the said centre of Chorley-lane measured in a westerly and northerly direction.
- (8) A widening of Wigan-road on the south-west side thereof, commencing at a point 46 yards measured in a south-easterly direction from the entrance to "Ashfield" and terminating at a point 34 yards from the said entrance to "Ashfield" measured in a north-westerly direction.
- (9) A widening of Wigan-road on the south-west side thereof, commencing at a point 115 yards from the entrance to "Ashfield" and terminating at a point 180 yards from the said entrance measured in both cases in a north-westerly direction.
- (10) A widening of Wigan-road on the south-west side thereof, commencing at a point 150 yards from the entrance to Standish Hall, and terminating at a point 180 yards from the said entrance to Standish Hall measured in both cases in a north-westerly direction.

8. To empower the Corporation to deviate laterally and vertically from the lines and levels of the intended street works shown on the deposited plans hereinafter mentioned, to the extent to be shown on the said plans, or to be defined in the intended Act.

9. To empower the Corporation, for the purposes of the proposed works, for the purpose of providing frontage to the streets and roads intended to be widened, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the townships aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands, houses, and buildings.

10. To make special provision with regard to the amount of compensation to be paid in respect of the lands to be acquired under the intended Act, and to provide that in determining the amount of such compensation regard shall be had to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the street improvements and other works proposed to be authorised, and the exercise of the other provisions of the intended Act, and to other circumstances to be mentioned or referred to in such Act.

11. To empower the Corporation to appropriate any lands for the time being belonging to them to the widening and improvement of the streets or roads upon which they respectively abut.

12. To authorise the Corporation to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently), and interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, mains,

pipes, telegraphs, telephones, and apparatus within the parishes, borough, and county aforesaid, for the purpose of constructing and maintaining the proposed works or any of them, or otherwise for the purposes of the intended Act.

13. To exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, and from the provisions thereof relating to superfluous lands, and in other respects to amend that Act in its application to the intended Act and to extend the powers of the Corporation with respect to the holding, retaining, leasing, and disposing of lands.

14. To empower the Corporation to provide, sell, let for hire, fix and repair and remove electric lines, fittings, apparatus, and things for lighting and motive power, and for all other purposes for which electric energy can be used, and take such remuneration and make such terms as they may think fit in respect of the same, and to authorise the Corporation to make and enforce bye-laws with reference to lines, fittings and apparatus used in premises supplied with electricity.

15. To authorise the Corporation to supply electricity for any purpose within and beyond the borough, and to alter the date to which the electric lighting accounts of the Corporation are to be made up, and to alter or amend the provisions of the Wigan Corporation Electric Lighting Order, 1890.

16. To authorise the Corporation to borrow money for the execution of the works to be authorised, and for other the purposes of the intended Act, and to charge the same on the borough fund and rate, the district fund and general district rate, and the undertakings, estates, rates, revenue, and other property of the Corporation, or any of such securities, and to execute and grant and issue mortgages and other securities, and to authorise the Corporation to apply any of their corporate funds, or other moneys authorised to be raised, to any of the purposes of the intended Act.

17. To incorporate, with or without amendment, or to render inapplicable, all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Local Loans Act, 1875; the Lands Clauses Acts; the Tramways Act, 1870; and all Acts amending those Acts respectively.

Plans and sections of the intended works, and plans of the lands intended to be taken, 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 with the Clerk of the Peace for the county palatine of Lancaster, at his office, in Preston, and with the Town Clerk of Wigan, at his office in the Town Hall in Wigan, 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 urban district of Standish with Langtree, together with this Notice as published in the London Gazette, will be deposited with the Clerk to the Standish with Langtree Urban District Council, at his office, in that district.

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

Dated this 15th day of November, 1900.

WM. KAY, Town Clerk, Wigan.

SARPE, PARKER, PRITCHARDS, BARRIAM and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

Bradford Corporation Improvements.

(New Tramways in City of Bradford and Urban District of Drighlington to be worked by Animal and Mechanical (including Electrical) Power to be for all purposes part of Tramway Undertaking of the Corporation; Adaptation of Tramways for Mechanical Traction, and Compulsory Attachment of Wires to Premises; Agreements with Adjacent Authorities with respect to Tramways, Single, Double, and Interlacing Lines; Purchase, Sale, Lease, Use, and Working of Tramways in Adjacent Districts; Street Improvements, Outfall Sewers, and Works of Sewage Disposal; Acquisition of Lands and Easements for purposes of Bill, and of Additional Lands for Sewage Purposes; User of Lands for Manufacture and Storage of Gas and Conversion and Manufacture of Residual Products; Extension of City to include Urban District of Baildon; Dissolution of Baildon Urban District Council and School Board, and Transfer of their Property; Extension of Bradford School Board; Exemption of added Area to City from County and other Rates other than Rates levied by or for the Corporation; Provisions as to Registration, Licensing, Inspection, Regulation and better Control of Premises used for Preparation or Sale of Ice Creams and Fried Fish, and of Brokers and Dealers in Old Clothes and Metal; Prohibition of Crying Newspapers and Articles for Sale on Sundays; Constituting Bookmaking, and Receiving, Paying or Settling Bets and Wagers, and Betting in Public Places Offences under Towns Police Clauses Act; Extension of Time for Sewage Works Limited by Bradford City Extension Order; Levying Rates; Transfer of Certain Expenditure from District Fund and General District Rate to the City Fund and Rate; Additional Borrowing Powers; Agreements with Local Authorities and Power to them to apply Rates and Borrow Money; Bye-laws; Repeal, Amendment, and Incorporation of Acts.)

**N**OTICE is hereby given that the Mayor Aldermen and Citizens of the City of Bradford (hereinafter referred to as "the City") as the Municipal and Sanitary Authority for the City (in both which characters they are hereinafter included under the expression "the Corporation") 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 (that is to say):—

1. To enable the Corporation wholly in the West Riding of the County of York to form lay down and maintain all or some of the tramways hereinafter described (and hereinafter referred to as "the proposed tramways") and for the purposes of the proposed and of their existing or authorised tramways and any tramways for the time being owned worked leased or run over by them (all which are herein included in the expression "the Corporation Tramways") to form lay down construct and maintain all necessary and proper rails plates sleepers channels (including in that word where used in this Notice channels passages and tubes for ropes cables wires and electric lines) junctions turntables turnouts crossings passing places stables carriage houses engine boiler and dynamo houses sheds buildings engines dynamos works and conveniences connected therewith respectively and where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid the distance is to be taken as measured from the point at which lines drawn

along the centres of the two streets and continued would intersect each other and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The proposed tramways are the following (that is to say):—

Tramway No. 1 (1 mile 6 furlongs 4 chains in length whereof 1 mile 6 furlongs 2·60 chains will be double and 1·40 chains will be single) in the parish of Tong in the City and County Borough of Bradford and the Parish and Urban District of Drighlington commencing in the said parish of Tong by a junction with the existing tramway in Bradford and Wakefield-road (at a point 75 yards or thereabouts south-east of Bradford and Heckmondwike-road) and continuing thence in a south-easterly and easterly direction along that road and a portion thereof known as King-street and terminating in the said parish and Urban District of Drighlington at a point in King-street 14 yards or thereabouts south-east of Whitehall-road.

Tramway No. 2 (a double line 1 mile 6 furlongs 6·05 chains in length) partly in the said township of Bradford and partly in the parish of Eccleshill in the said City commencing in the said township by a junction with the existing tramway in Otley-road at a point opposite Vernon-place and continuing thence in a north-easterly and northerly direction along that road Killinghall-road and Greengates-road and terminating in the said parish of Eccleshill at a point in that road 14 yards or thereabouts south-west of New Line.

Tramway No. 3 (2 miles 1 furlong 6·60 chains in length whereof 2 miles 1 furlong 5·40 chains will be double and 1·20 chains will be single) wholly in the said township of Bradford commencing by a junction with the existing tramway in Forster-square at a point 7 yards or thereabouts west of Ship-alley and continuing thence in a northerly and north-westerly direction along Forster-square and Canal-road and terminating in that road at the boundary which divides the City from the Urban District of Shipley.

Tramway No. 4 (a double line 4 furlongs 9·10 chains in length) wholly in the said township of Bradford commencing by a junction with Tramway No. 14 in Manchester-road at a point 86 yards or thereabouts north-east of Triangle-street and continuing thence in a south-easterly and southerly direction along Manchester-road Bowling Old-lane and Gaythorne-road and terminating in that road at a point 12 yards or thereabouts north-west of its junction with New Cross-street.

Tramway No. 5 (a double line 6 furlongs 2·45 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Allerton-road at a point 94 yards or thereabouts south-west of Little-lane and continuing thence in a north-easterly and easterly direction along Allerton-road Pearson-lane and Duckworth-lane and terminating there by a junction with the existing tramway at a point 30 yards or thereabouts east of Washington-street.

Tramway No. 6 (a double line 6 furlongs 4 chains in length) wholly in the said township of Bradford commencing by a junction with an existing tramway in Duckworth-lane at a point 82 yards or thereabouts west



of Toller-lane continuing thence in an easterly direction along Duckworth-lane, Toller-lane Lillycroft-road and Oak-lane and terminating there by a junction with the existing tramway at a point 14 yards or thereabouts east of North Park-road.

Tramway No. 7 (a double line 5 furlongs 7.20 chains in length) wholly in the said township of Bradford commencing by a junction with an existing tramway in Allerton-road at a point 18 yards or thereabouts north-west of Greenbank-road and continuing thence in a south-easterly a north-westerly and westerly direction along Allerton-road and terminating in that road at a point 45 yards or thereabouts east of Ivy-lane.

Tramway No. 8 (a double line 7 furlongs 3.75 chains in length) wholly in the parish of North Bierley in the City commencing in Brownroyd-hill-road by a junction with Tramway No. 6 authorised by the Bradford Tramways and Improvement Act 1899 at a point 20 yards or thereabouts north of Beacon-road and continuing thence in a south-easterly a north-easterly easterly and south-easterly direction along Brownroyd-hill-road Fair-road High-street Odsal-road and Bradford Shelf and Halifax-road and terminating in that road by a junction with Tramway No. 11 hereinafter mentioned at a point 30 yards or thereabouts north-east of Odsal-road.

Tramway No. 9 (a double line 6.80 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Sunbridge-road at a point 28 yards or thereabouts east of Godwin-street and continuing thence in a westerly and northerly direction along Sunbridge-road Godwin-street and Westgate and terminating there by a junction with the existing tramway at a point 20 yards or thereabouts north-west of Godwin-street.

Tramway No. 10 (a double line 5 furlongs 1.80 chains in length) wholly in the parish of Idle in the City commencing in Leeds-road Thackley by a junction with Tramway No. 4 authorised by the Bradford Corporation (Tramways Gas and Various Powers) Act 1900 at a point 5 yards or thereabouts west of Victoria-street and continuing thence in a westerly direction along Leeds-road and terminating in that road at the boundary which divides the City from the Urban District of Shipley.

Tramway No. 11 (a double line 2 furlongs 4.85 chains in length) partly in the said township of Bradford and partly in the said parish of North Bierley commencing in the said township by a junction with the existing tramway in Manchester-road at a point 23 yards or thereabouts south of Rooley-lane and continuing thence in a southerly direction along Manchester-road Bradford Shelf and Halifax-road and terminating in the said parish of North Bierley by a junction with the existing tramway at a point in that road 30 yards or thereabouts south-west of Odsal-road.

Tramway No. 12 (a double line 2 furlongs 0.80 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Harris-street at a point 8 yards or thereabouts south-west of Green-street and continuing thence in a north-easterly direction along Harris-street and terminating in

that street by a junction with Tramway No. 2 authorised by the Bradford Corporation (Tramways Gas and Various Powers) Act 1900 at a point 13 yards or thereabouts south-west of Barkerend-road.

Tramway No. 13 (a double line 2 furlongs 3.50 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Leeds-road at a point 13 yards or thereabouts west of East-parade and continuing thence in a north-easterly and northerly direction along Leeds-road East-parade and Otley-road and terminating in that road by a junction with the existing tramway at a point opposite Paper-hall-street.

Tramway No. 14 (a double line 5 furlongs 3.20 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Manchester-road at a point 30 yards or thereabouts north of Hope-street and continuing thence in a southerly and south-westerly direction along Manchester-road and terminating in that road by a junction with the existing tramway at a point 73 yards or thereabouts south-west of Tudor-street.

Tramway No. 15 (a double line 6.15 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Leeds-road at a point 18 yards or thereabouts west of Station-court and continuing thence in an easterly direction along Leeds-road and terminating in that road by a junction with the existing tramway at a point 5 yards or thereabouts west of Vicar-lane.

Tramway No. 16 (a double line 1 mile 4 furlongs 0.50 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Leeds-road at a point 10 yards or thereabouts east of Richard-street and continuing thence in an easterly and north-easterly direction along Leeds-road and terminating in that road at a point 32 yards or thereabouts north-east of Thornhill-place.

Tramway No. 17 (a double line 6 furlongs 7.75 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Keighley-road at a point 23 yards or thereabouts south of Oak-avenue and continuing thence in a northerly and north-westerly direction along Keighley-road and terminating in that road at the boundary which divides the City from the Urban District of Shipley.

Tramway No. 18 (a double line 1 mile 2 furlongs 2.95 chains in length) wholly in the said township of Bradford commencing by a junction with the existing tramway in Wakefield-road at a point 10 yards or thereabouts north-west of Bowling Back-lane and continuing thence in an easterly and northerly direction along Bowling Back-lane, New Briggate Laisterdyke and Leeds-road and terminating in that road by a junction with Tramway No. 16 at a point 20 yards or thereabouts north-east of Laisterdyke.

The several tramways will consist of rails laid to a gauge of 4 feet and it is not intended to run thereon carriages or trucks adapted for use on railways.

It is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the

road and the nearest rail of the tramway in the case of the following tramways and at the points hereinafter mentioned with respect to each of them namely:—

**Tramway No. 1.** In Bradford and Wakefield-road on both sides thereof between points respectively opposite the north-west side of Westgate-place and 150 yards or thereabouts north-west thereof.

In Bradford and Wakefield-road on both sides thereof between points respectively 52 yards or thereabouts and 93 yards or thereabouts east of Westgate-place.

In Bradford and Wakefield-road on both sides thereof between points respectively 105 yards or thereabouts and 135 yards or thereabouts north-west of Whitehall-road.

**Tramway No. 2.** In Otley-road and Killinghall-road on both sides thereof between points respectively opposite the north-east side of Vernon-place and the north-east side of Craven-terrace.

In Killinghall-road on the north-west side thereof between points respectively opposite the north-east side of Moorside-road and the south side of Green-lane.

In Grogates-road on both sides thereof between points respectively opposite the south side of new line and 25 yards or thereabouts south thereof.

**Tramway No. 3.** In Canal-road on both sides thereof between points respectively opposite the north side of Northbrook-street and 90 yards or thereabouts north-west thereof.

In Canal-road on both sides thereof between points respectively at the boundary of the City and the Urban District of Shipley and 100 yards or thereabouts south-east thereof.

**Tramway No. 4.** In Bowling Old-lane and Gaythorne-road on both sides thereof between points respectively opposite the east side of Manchester-road and the north side of New Cross-street.

**Tramway No. 5.** In Pearson-lane on both sides thereof between points respectively from the east side of Allerton-road to the west side of Crow Tree-lane.

In Duckworth-lane on both sides thereof between points respectively opposite the east side of Squire-lane to 30 yards or thereabouts east of Washington-street.

**Tramway No. 6.** In Lilycroft-road on both sides thereof between points respectively opposite the east side of Chassum-street and the west side of Heaton-road.

In Oak-lane on both sides thereof between points respectively 23 yards or thereabouts west and 100 yards or thereabouts east of Mount Pleasant.

**Tramway No. 7.** In Allerton-road on the south-west side thereof between points respectively 25 yards or thereabouts south-east of Grape-street and on the north-east side from opposite the west side of Grape-street to 45 yards or thereabouts east of Ivy-lane.

**Tramway No. 8.** In Fair-road on both sides thereof.

In High-street on both sides thereof.

In Odsal-road on both sides thereof between points respectively opposite the west side of Wibsey Bank and 180 yards or thereabouts south-east thereof.

In Odsal road between points respectively 60 yards or thereabouts and 100 yards or thereabouts south-east of Pearson-road.

**Tramway No. 9.** In Godwin-street on both sides thereof between Sunbridge-road and Westgate.

**Tramway No. 10.** In Leeds-road Thackley on both sides thereof between points respectively 23 yards or thereabouts east and 35 yards or thereabouts west of Aire-street.

In Leeds road Thackley on the south side between points respectively 45 yards or thereabouts east and 80 yards or thereabouts west of Greenfield-lane.

In Leeds-road Thackley on the north side between points respectively 45 yards or thereabouts east of Greenfield-lane and the boundary which divides the City from the Urban District of Shipley.

**Tramway No. 11.** In Manchester-road on both sides thereof between points respectively 45 yards or thereabouts north and 38 yards or thereabouts south of Sunnybank-road.

**Tramway No. 12.** In Harris-street on both sides thereof between the south-west side of Green-street and Barkerend-road.

**Tramway No. 13.** In East-parade on both sides thereof.

In Otley-road on both sides thereof from Barkerend-road to Paper-hall-street.

**Tramway No. 14.** In Manchester-road on both sides thereof between points respectively 25 yards or thereabouts north of Hope-street and 50 yards or thereabouts south-west of Tudor-street.

**Tramway No. 15.** In Leeds-road on both sides thereof between points respectively 18 yards or thereabouts west of Station-court and 5 yards or thereabouts west of Vicar-lane.

**Tramway No. 16.** In Leeds-road on both sides thereof between points respectively opposite the east side of Carrol street and the west side of Bath-street.

In Leeds-road on both sides thereof between points respectively opposite the east side of Feversham-street and the west side of Acre-street.

In Leeds-road on both sides thereof between points respectively opposite the east side of Mulgrave-street and 35 yards or thereabouts east of Lyndhurst-street.

In Leeds-roads on both sides thereof between points respectively 25 yards or thereabouts west and 38 yards or thereabouts east of Hubert-street.

In Leeds-road on both sides thereof between points respectively opposite the east side of Laurel-street and the west side of Chestnut-street.

In Leeds-road on both sides thereof between points respectively 70 yards or thereabouts west and 55 yards or thereabouts east of Manse-street.

In Leeds-road on both sides thereof between points respectively opposite the south-west side of Marsland-place and the south-west side of Thornbury-street.

In Leeds-road on both sides thereof between points respectively 30 yards or thereabouts south-west and 15 yards or thereabouts north-east of Thornhill-terrace.

**Tramway No. 17.** In Keighley-road on both sides thereof between points respectively opposite the south-east side of Oak-avenue and 42 yards or thereabouts south-east of Emm-lane.

In Keighley-road on both sides thereof from the north-west side of Lythorne-road to the boundary which divides the City from the Urban District of Shipley.

**Tramway No. 18.** In Bowling Back-lane on both sides thereof between points respectively 23 yards or thereabouts east of Essex-street and 15 yards or thereabouts west of Square-street.

In Bowling Back-lane on both sides thereof between points respectively opposite the east side of Long-street and 82 yards west of Mount-street.

In Bowling Back-lane on both sides thereof between points respectively opposite the west side of Cabinet-street to the south-west side of Chapman-street.

In New Briggate and Laisterdyke on both sides thereof between points respectively 20 yards or thereabouts north of Ebenezer-street and 132 yards or thereabouts north of Fawson-street.

In Laisterdyke on both sides thereof from Revell-court to Leeds-road.

The motive power proposed to be used on the proposed tramways is animal and mechanical (which includes electrical) power.

2. To constitute the proposed tramways for all purposes including the levying of tolls rates and charges part of the Tramway Undertaking of the Corporation.

3. To empower the Corporation to make such alterations of the Corporation tramways and any tramways within or (by agreement with the local authority and if necessary the Company or person owning or working the same) any tramway without the City which may for the time being be connected with any of the Corporation tramways or any part or parts thereof and to execute all such works on or in connection therewith and in over or under the streets or roads in which the same are laid as may be necessary or expedient for adapting the same to be worked by mechanical power and to empower the Corporation to lay down construct and maintain on in under or over the surface of any street road or place and to attach to any house and building such posts conductors wires tubes mains plates cables ropes and apparatus and to make and maintain such openings and ways in on or under any such surface as may be necessary or convenient for the working of the Corporation tramways or any of them or any tramway within or (by agreement with the local authority and the Company or person owning or working the same) any tramway without the City which may for the time being be connected with any of the Corporation tramways or for connecting any portions of the said tramways or any tramways within or without the City which can be worked in connection with any of the Corporation tramways or for providing access to or forming connections with any generating station or stations engines machinery or apparatus.

4. To empower the Corporation to construct any of the proposed tramways and to reconstruct any of the Corporation tramways by substituting single or interlacing lines for double lines or double or interlacing lines for single lines.

5. To enable the Corporation for the constructing of any tramway to increase the width of the roadway by reducing the width of any footpath.

6. To enable the Corporation on the one hand and any local authority company or person with regard to any tramways in the City and any tramways (including in that word where subsequently used in this Notice any light railway) in any adjacent districts which can be worked with any of the Corporation tramways on the other hand from time to time to enter into and carry into effect contracts and agreements with respect to the purchase sale lease working use management and maintenance by the contracting parties of all or any of their respective tramways and works or any part or parts thereof respectively the making of all necessary junctions the supply

of rolling stock plant machinery and electrical energy or power the appointment and removal of officers and servants the payments to be made and the conditions to be performed in respect of such working use management and maintenance the interchange accommodation conveyance transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties and the division and apportionment of the revenue arising from such traffic and the payment of any fixed or contingent rent and to confirm and to give effect to any agreements which have been or may be made touching any of the matters aforesaid.

7. To authorise the Corporation for the purposes of constructing any tramway in any street to take up remove or dispose of or if thought fit to appropriate and use in the construction of any of the tramways any existing tramway in such street.

8. To empower the Corporation to make from time to time such turnouts crossings passing places sidings loops junctions and other works in addition to those specified herein as may be necessary or convenient to the efficient working of all or any of the before-mentioned tramways or for affording access to the stables carriage engine boiler and dynamo houses buildings sheds and works of the Corporation or their lessees or for effecting junctions with the system of any local authority company or person with their consent.

9. To empower the Corporation from time to time when by reason of the execution of any work in or the widening or alteration of any street road highway or thoroughfare in which any tramway channel or electric line shall be laid or placed it is necessary or expedient so to do to alter remove or discontinue all or any part of such tramway channel or electric line and to reconstruct the same in such position as they think fit in the same street and to make lay down and place temporarily in any adjacent street road highway or thoroughfare a substituted tramway channel or electric line or substituted tramways or channels or electric lines.

10. To confer on and to reserve to the Corporation and their lessees the exclusive right of using on any of the proposed tramways carriages drawn or propelled by any motive power hereinbefore mentioned and having wheels adapted to run on or in an edged grooved or other rail on such tramways.

11. To provide for the repair by the Corporation or their lessees or other persons bodies or authorities of any streets roads highways or thoroughfares in which any tramway channel or electric line may for the time being be laid or placed and for the use or disposition of any materials or things found in the construction or repair of any of the tramways or channels or electric lines.

12. To empower the Corporation and their lessees to place and run carriages on the Corporation tramways and on any tramway within or without the City which may for the time being be connected with any of the Corporation tramways and to work and demand and take tolls rates and charges in respect of the use of such tramways and carriages and for the conveyance of passengers animals goods minerals merchandise and other traffic thereon and therein and to confer exemptions from such tolls rates and charges and both within and without the City to provide stables buildings carriages trucks horses harness engines dynamos motors machinery apparatus and steam electric cable and other plant (fixed and moveable) necessary or convenient for working such tramways by animal or mechanical

power and to sell exchange or dispose of such of the before-mentioned articles and things as may not be required.

13. To alter Schedule A of the Bradford Corporation Tramways Order, 1886, and to authorise the Board of Trade to sanction such speed as they think fit to be used on the Corporation Tramways.

14. To authorise the Corporation to make and maintain the following works (that is to say):—

Work No. 1. The widening and improvement of Bridge-street on the south-west side thereof commencing at its junction with Norfolk-street and thence extending for a distance of 152 yards or thereabouts measured in a south-easterly direction from the last-named point to and terminating at Bolton-place.

Work No. 2. The widening and improvement of Manor-row on the south-west side thereof commencing at its junction with Upper Piccadilly and thence extending for a distance of 22 yards or thereabouts measured in a north-westerly direction from the last-named point to and terminating at the County Court. The widening and improvement of Manor-row on the north-east side thereof commencing at its junction with Middle-street and thence extending for a distance of 41 yards or thereabouts measured in a north-westerly direction to and terminating near the School Board Office.

Work No. 3. The widening and improvement of Tyrrel-street on the north-west side thereof commencing at the south-east corner of Albert-buildings and thence extending for a distance of 35 yards or thereabouts measured in a north-easterly direction from the last-named point to and terminating at the public-house known as the "New Inn."

Work No. 4. The widening of Spring-gardens on the south-east side thereof commencing at its junction with Hallfield-place and thence extending for a distance of 62 yards or thereabouts measured in a north-easterly direction from the last-named point to and terminating at Midland-road and in connection with this improvement the removal of the fence at the north-eastern end thereof.

Work No. 5. The widening and improvement of North-parade on the north-east side thereof commencing at a point 15 yards from the north-west corner of the Church Institute measured in a north-westerly direction and thence extending for a distance of 18 yards or thereabouts measured in a north-westerly direction from the last-named point.

Work No. 6. The widening and improvement of Southfield-lane on its north-east side and of High-street on the south-east side thereof commencing in Southfield-lane at a point about 20 yards south-east from its junction with High-street and at the junction of High-street with Paternoster-lane.

The foregoing works Nos. 1 to 6 will be wholly in the said township of Bradford.

Work No. 7. The widening and improvement in the said parish of Tong of Shetcliffe-lane on the north-western and south-eastern sides thereof commencing on the north-western side at its junction with Tong-street and terminating at a point 33 yards or thereabouts measured south-west of the said point of commencement and commencing on the south-east side thereof at its junction with Tong-street and terminating at a point

24 yards or thereabouts measured south-west of its point of commencement.

Work No. 8. The widening and improvement in the said parish of North Bierley of Royds Hall-lane on the south-east and north-west sides thereof commencing on its south-east side at its junction with Halifax-road and terminating 35 yards or thereabouts measured south-west of the said point of commencement and on the north-west side thereof commencing at its junction with Halifax-road and terminating 37 yards or thereabouts south of the last-mentioned point of commencement.

Work No. 9. The widening in the said parish of North Bierley of Folly Hall-road on the east side thereof commencing at its junction with High-street (Wibsey) and terminating at a point 36 yards or thereabouts measured south of the said point of commencement.

Work No. 10. The widening in the said parish of North Bierley of High-street (Wibsey) on the north-west side thereof commencing at a point 59 yards or thereabouts from the south-west corner of Priestley-terrace and extending for a distance of 10 yards or thereabouts measured in a south-westerly direction from its said point of commencement.

Work No. 11. A new street in the said parish of North Bierley commencing in and out of High-street (Wibsey) opposite the Swan Inn and terminating by a junction with High-street at a point 28 yards or thereabouts east of Croft-street.

Work No. 12. The widening and improvement in the said parish of Eccleshill of Norman-lane on the south side thereof commencing at a point 23 yards or thereabouts measured in a westerly direction from the north-west corner of West End-terrace and thence extending in a westerly direction for a distance of 94 yards or thereabouts.

The foregoing works will be wholly in the City.

Work No. 13. A new road (for the use of the Corporation their tenants and such persons as the Corporation may permit to use the same) 5 miles 6 furlongs 5 chains or thereabouts in length in the townships or parishes of Fountains Earth and Stonebeck Up both in the Rural District of Pateley Bridge commencing in the said township or parish of Fountains Earth by a junction with the public road leading from Pateley Bridge to the villages of Lofthouse and Middlesmoor at a point 1 chain or thereabouts measured in a northerly direction from the north-west corner of Lofthouse School and terminating in the said township or parish of Stonebeck Up near the site of the authorised Angram Reservoir at a point 13 chains or thereabouts measured in a south-easterly direction from the south-east corner of the dwelling-house of West Houses farm.

Work No. 14. A new road in the said parish of Tong in the City in continuation of Knowles-lane commencing at a point 183 yards or thereabouts north-east of Tong-street and extending thence in a north-easterly direction for a distance of 220 yards or thereabouts.

Work No. 15. A new road in the said parish of Tong in the City commencing in and out of the last-mentioned road at a point about 55 yards south-west of its said termination and extending from the said point

in a south-easterly direction for a distance of about 35 yards to and forming a junction with Knowles-lane.

The Bill will empower the Corporation on the completion of the said roads to stop up and extinguish all public rights of way over so much of Knowles-lane as lies between the said commencement of Work No. 14 and the said termination of Work No. 15 and also so much of the footpath leading from Bridge-road to Knowles-lane as lies between that lane and the said termination of Work No. 14.

Work No. 16. A new outfall sewer (with intercepting chamber) 3 miles 1 furlong or thereabouts in length situate in the said township of Bradford the said parish and urban district of Shipley and the said parish of Idle commencing at a point in Canal-road Frizinghall in the said township 17 chains 4 yards or thereabouts south-east from the centre of Gaisby-lane at its junction with Canal-road and terminating in the said parish of Idle on the north side of the Leeds and Liverpool Canal at a point directly opposite a point 11 chains or thereabouts measured along the towing path of the said canal north-west from the turn bridge which crosses the Leeds and Liverpool Canal near Strangford Hill.

15. To authorise the Corporation in connection with the said proposed tramways and works to make and maintain all necessary approaches retaining walls piers abutments embankments girders cantilevers bridges arches piling sewers drains goits culverts excavations and other works and conveniences.

16. To authorise the Corporation to deviate in the construction of the said works both vertically and laterally to the extent shown on the deposited plans and sections or to be defined by the Bill or prescribed by Parliament.

17. The Bill will or may enable the Corporation to acquire compulsorily easements in under and through lands for the said outfall sewers without acquiring the soil or the surface of such lands.

18. To exempt the Corporation from the provisions of Section 92 of the Lands Clauses Consolidation Act 1845 in respect of all or some of the properties to be acquired by the Corporation under the powers and for the purposes of the Bill.

19. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure by the said intended works and which houses and buildings may not be required to be taken for the purposes thereof.

20. To enable the Corporation for all or any of the purposes of their existing Acts and of the Bill to appropriate and use any lands for the time being belonging to them and to purchase or otherwise acquire compulsorily or by agreement either in fee or by way of lease and to hold lands (including in that expression where used in this Notice houses buildings easements mines minerals and other property) and also to empower the Corporation to purchase and take by compulsion or agreement for the following purposes all or some of the following lands that is to say:—

#### FOR SEWAGE PURPOSES.

(A) A piece of land about 3 roods in extent being the western corner of the enclosure situate in the said township of Bradford shown and numbered 117 on the 25-inch Ordnance Map of the parish of Bradford (1893) Sheet CCI. 16

(B) Certain lands situate partly in the said

township of Bradford and partly in the said parish of Shipley shown on the 25-inch Ordnance map of the parishes of Bradford and Shipley (1893) Sheet CCI. 16 and numbered thereon 14 15 46 and 47 and part of 86.

(C) Certain lands situate on the south side of and adjoining Crooked-lane in the said parish of Idle shown on the 25-inch Ordnance map of that parish (1893) Sheet CCI. 12 and numbered thereon 448 and 449.

(D) Certain lands (with the exception hereinafter specified) bounded on the north-west by the Shipley and Otley-road commencing at a point  $4\frac{1}{2}$  chains or thereabouts measured in a north-easterly direction from the Fleece Inn and continuing to a point where the Shipley and Guiseley branch of the Midland Railway crosses the said road thence proceeding along the south side of the said railway to and 4 chains beyond the entrance to the Esholt Tunnel of the said railway, thence along the north side of Jerrison Wood, thence in a straight line drawn through Spring Wood to the road on the south side of Stone Top Wood, thence along the south side of the road on the south side of Stone Top Wood to the Otley and Ilkley Extension of the Midland Railway, thence by the west side of the said Otley and Ilkley Railway to the crossing of Apperley-lane, thence by the west side of Apperley-lane to the crossing of the Midland Railway (Leeds and Bradford) thence by the northern side of the said Midland Railway to a road or footpath known as "The Avenue," thence by the west side of the said road or footpath to its junction with Apperley-lane, thence by the north side of Apperley-lane to the crossing of the River Aire, thence by the north side of Apperley-road to the crossing of the Leeds and Liverpool Canal, thence by the east side of the towing path of the Leeds and Liverpool Canal to a point 5 chains or thereabouts measured along the towing path from Dobson Locks and there crossing the Leeds and Liverpool Canal thence by a fence running in a westerly direction and by the north side of Mitchell-lane to Simpson's-green, thence by the fence running in a north-easterly direction and joining the Leeds and Liverpool Canal at a point 5 chains or thereabouts on the south side of the crossing of the Midland Railway, thence by the east and north sides of the Leeds and Liverpool Canal up to the point where the road or footpath crosses the said canal near Buck Mill, thence by the said road or footpath to the footbridge crossing the River Aire, thence along the left bank of the River Aire in a south-westerly direction towards Shipley to a point 22 chains or thereabouts measured from the said footbridge along the left bank of the River Aire, thence by fences running north-west and north up to the said point of commencement on the Shipley and Otley-road  $4\frac{1}{2}$  chains or thereabouts north-east of the Fleece Inn.

The excepted lands hereinafter referred to are the following (that is to say):—

Certain lands numbered 179 180 181 182 and 194 on the 25-inch Ordnance map of the parish of Esholt (1893) Sheet No. CCII. 1, and also the public or private roads leading to such last-named lands, and also the land forming the Midland Railway line, Leeds to Bradford between Walk Hill-bridge and Thackley Canal-bridge.

21. To empower the Corporation to use the said sewage lands for the purpose of dealing with treating and disposing of sewage and to construct place and maintain thereon all such tanks carriers channels and other works as may be necessary or expedient for the purposes aforesaid or any of them.

22. The Bill will or may extinguish all rights of way manorial and other rights in under over or upon any lands to be acquired under or by virtue of the powers of the Bill and will or may empower the Corporation to stop up and extinguish all rights over and appropriate the sites of so much of any streets roads and footpaths as are shown on the deposited plans as intended to be stopped up or diverted 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 whensoever the Corporation shall have acquired any lands or houses on both sides of any such street road or footpath shown on the deposited plans and described in the deposited Books of Reference the Bill will or may empower the Corporation to stop up and extinguish all rights over and appropriate the site and soil of so much of such street road or footway as is coterminous with the lands or houses so acquired.

23. To empower the Corporation to sell lease exchange and dispose of surplus lands for the time being belonging to them.

24. To empower the Corporation to make in any streets roads footways and thoroughfares all such alterations of levels and width of roadway and footway as may be expedient for or in connection with the construction of the Corporation tramways and to stop up alter divert and interfere with either permanently or temporarily (and if permanently to appropriate the site and soil of and to extinguish all rights of way over) and to cross over under or upon all such streets highways bridges thoroughfares railways tramways rivers navigations canals streams brooks watercourses sewers drains gas and water and other pipes and telegraphic telephonic and electric apparatus as it may be necessary or convenient to stop up alter divert interfere with or cross for any of the purposes of the Bill.

25. To authorise the Corporation upon the following lands (adjoining lands of or reputed to belong to the Corporation and on which they have power to manufacture gas and convert residual products) to manufacture and store gas and convert and manufacture residual products (that is to say):—

All that piece or parcel of land situate between Valley-road and the Bradford Beck in the City and bounded by a line commencing on the eastern side of Valley-road at a point one hundred and twenty two yards or thereabouts in a southerly direction from the western end of a street called or known as Hopwood-street, and extending thence in a north-easterly direction parallel with Hopwood-street aforesaid for a distance of one hundred and one yards or thereabouts, extending thence in a south south-easterly direction nearly parallel with Valley-road aforesaid for a distance of fifty-six yards or thereabouts, extending thence in a south-westerly direction parallel with Hopwood-street aforesaid for a distance of ninety-nine yards or thereabouts to the eastern side of Valley-road aforesaid at a point one hundred and seventy-four yards or thereabouts from the junction of such last-named road with Hopwood-street aforesaid, extend-

ing thence in a north-westerly direction along the eastern side of Valley-road aforesaid for a distance of fifty-two yards or thereabouts to the point first above mentioned all of which pieces or parcels of land are situate in the said township of Bradford.

26. To alter and extend the boundary of the existing City and to include within the boundary as extended in addition to the existing City the parish and Urban District of Baildon or some part or parts thereof respectively all in the said West Riding of the County of York (hereinafter referred to as "the added area").

27. To form the added area into a new ward and to alter the number of aldermen and councillors and to apportion the additional councillors to the new ward and to provide for the election time of going out of office and the rotation of any added aldermen and councillors or to make provision in the Bill for the doing and determining of the aforesaid matters or any of them.

28. To provide for the property of the Corporation held for the benefit of the existing City being held for the benefit of the City as proposed to be extended (hereinafter referred to as "the extended City") to authorise the levying of City rates general district rates poor rates and of other rates general and special within the extended City or any part thereof and to make all other regulations necessary or expedient for effecting such alteration of limits and boundaries and to authorise the Corporation to put in force within the extended City all such powers as are now vested in them by charter custom or prescription or under any public or local acts or any Provisional Orders confirmed by Act of Parliament, or as a municipal corporation, urban sanitary authority or otherwise, and as may be contained in the intended Act and to extend to the added area with or without alteration the provisions of the charters of the Corporation and of the local and public Acts affecting and of the public Acts adopted for the existing City and of any enactments in force for the benefit or protection of the Corporation or of the existing City or any part or parts thereof and any by-laws made under those Acts respectively or under any public Act, and the benefit of any estates funds or property held for charitable educational or other purposes for the inhabitants of the existing City, and the Bill will confer all such other powers, as may be necessary or expedient or be involved in the proposed extension of the City and in the proposed extension alteration or addition of wards.

29. To confer upon the Corporation the like powers over and in relation to all rivers streams and watercourses within the added area as they now possess over or in relation to any rivers streams or watercourses within the existing city.

30. To detach the said parish from the jurisdiction of the county council justices of the peace (whether acting in sessions or otherwise) coroners and all other officers of the said West Riding and of the sanitary authority and district council school highway and burial board parochial committees lighting inspectors commissioners overseers and other local authorities bodies and officers having jurisdiction in that parish, and to dissolve the Baildon Urban District Council and the Baildon School Board, and to rescind and annul all resolutions and Provisional Orders whereby the Public Health Local Government Sanitary Burial Education or other Acts or any of them have been put in force within the said parish, and to repeal so far as they relate thereto all Acts confirming such Orders or putting in force such Acts or Act and to transfer to the



Corporation and to the Bradford School Board or one of those bodies all or some of the lands buildings and property of and of the estates rights powers duties privileges and liabilities vested in or imposed on the said respective councils committees boards sanitary education and local authorities bodies and officers and to provide (so far as may be necessary) for the adjustment satisfaction or apportionment of their respective debts liabilities and obligations the apportionment of current rates and for the making of compensation to any officer wholly or partially displaced by reason of any provision of the Bill.

31. To extend the jurisdiction powers authorities rights privileges and duties of the Courts of Quarter Sessions the recorder the clerk of the peace the coroner the justices of the peace and all officers of the existing City to the extended City and to confer on the inhabitants of the extended City all exemptions from county services and duties now enjoyed by the inhabitants of the existing City.

32. To exempt the added area from the payment of county highway police school board sanitary district local and other rates which now are or which by law might be levied within any part of the added area and to make provision with respect to the apportionment recovery and application of the aforesaid rates or any of them.

33. To make provisions for the repair of the roads and bridges or any of them respectively within the added area and if thought fit for the transfer to the Corporation of such roads and bridges or any of them respectively and of any police stations or other county buildings in the added area.

34. To alter or provide for the alteration of the boundaries of the electoral districts of the Administrative County of the West Riding if and so far as may be deemed expedient by reason of the extension of the existing City.

35. To make provisions as to the settlement of persons in or claiming or having a right to claim a settlement in the said parish.

36. To extend the jurisdiction of the school board of the existing City and its officers to the extended City and to provide for the representation on the school board and for the rating for educational purposes of the whole or part or parts of the added area.

37. To alter any existing rates tolls and charges now authorised to be levied within the existing City or the added area or any part or parts thereof respectively and to authorise the Corporation from time to time to make assess and levy throughout the extended City new rates tolls and charges general and special for all or any of the purposes of the Bill and to confer vary and extinguish exemptions from the payment wholly or in part and either general or limited to special areas of any existing or future rates tolls and charges.

38. To make provision for the following purposes namely:—The registration licensing inspection and better regulation of premises in the City used for the preparation or sale of ice cream and fried fish, the licensing and better control of the premises of brokers and dealers in old clothes and metal, and the prohibition of the crying of newspapers ice creams and articles for sale on Sundays.

39. To constitute bookmaking and the receiving paying or settling of bets and wagers and betting in public places offences within the meaning of Section 28 of the Towns Police Clauses Act 1847.

40. To extend the period fixed by the Bradford City Extension Order 1899 (Article XXVIII) for

proceeding to carry out and execute works for the disposal of sewage.

41. To transfer to the City Fund and City Rate the expenditure on parks tramways water and sewerage which under any of the local Acts or Orders relating to the City is now charged on the District Fund and General District Rate.

42. To authorise the Corporation from time to time to make and levy additional or increased rates for all or any of the purposes of the Bill and to confer vary and extinguish exemptions from the payment of any existing or future rates.

43. To alter and enlarge the present borrowing powers of the Corporation and to enable them for all or any of the purposes of the existing Acts and Orders of the Corporation and of the Bill to apply their corporate funds and any moneys which they are already authorised to borrow and to borrow further moneys by mortgage stock or annuities and to charge such moneys upon all or any one or more of the following securities (that is to say) the City fund and City rate the general rate the district fund and general district rate lands tenements hereditaments markets tramways and other undertakings and property and the rates rents tolls and revenues of the Corporation whether as a municipal corporation or urban sanitary authority and to make provision for paying off moneys to be borrowed by the Corporation.

44. To authorise the Corporation and any local authorities bodies companies and persons for all or any of the purposes of or incidental to the objects of the Bill to enter into and fulfil agreements and contracts and the Bill will or may confirm with or without alteration any such agreements and contracts which may have been or which during the progress of the Bill may be entered into and to enable any such local authorities bodies companies and persons for any such purposes to expend their funds rates and revenues and to borrow moneys on the security thereof.

45. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with all or any of the powers of the Acts hereinbefore referred to and of the Public Health Local Government Sanitary and Municipal Corporations Acts with such modifications as may be contained in the Bill and to make and enforce bye-laws and regulations for all or any of the purposes of the Bill to which they may deem bye-laws and regulations applicable.

46. The Bill will so far as it may be deemed necessary or expedient vary and extend or repeal alter and consolidate the provisions of among other local and personal Acts and Provisional Orders the following (that is to say):—The Bradford Improvement Act 1850; the Bradford Waterworks Act 1854; the Bradford Corporation Waterworks Act 1854; the Bradford Corporation Waterworks Amendment Act 1855; the Bradford Corporation Waterworks Act 1858; the Bradford Waterworks Act 1862; the Bradford Waterworks and Improvement Act 1868; the Bradford Waterworks Act 1869; the Bradford Corporation Gas and Improvement Act 1871; the Bradford Improvement Act 1873; the Bradford Waterworks and Improvement Act 1875; the Bradford Water and Improvement Act 1878; the Bradford Water and Improvement Act 1881; the Bradford Order confirmed by the Local Government Board's Provisional Orders Confirmation (No. 4) Act 1884; the Bradford Waterworks and Improvement Act 1885; the Bradford Corporation Tramways Order 1886; the Bradford Corporation (Various Powers) Act 1887; the Bradford Corporation Water Act 1890; the Bradford Corpora-

tion Water Act 1892; the Bradford Tramways and Improvement Act 1897; the Bradford Tramways and Improvement Act 1899; the Bradford (Yorks) Extension Order 1899; the Bradford Corporation Tramways Gas and Various Powers Act 1900; and all Acts Orders and Resolutions directly or indirectly relating to or affecting the Corporation or the City and will or may incorporate with itself in extenso or by reference and with or without alteration the provisions or some of the provisions of the various Acts in this Notice referred to and of the Local Loans Acts 1875 and 1885; the Commissioners Clauses Act 1847; the Towns Police Clauses Act 1847; the Gasworks Clauses Acts 1847 and 1871; the Lands Clauses Acts; the Waterworks Clauses Acts 1847 and 1863; the Railway Clauses Consolidation Act 1845; the Railways Clauses Act 1863; the Tramways Act 1870; the Light Railways Act 1896; and the Electric Lighting Acts 1882 and 1888; the Electric Lighting (Clauses) Act 1899: and 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 notice is hereby given that on or before the 30th day of November instant a map in duplicate showing as well the present boundaries of the existing City as the boundaries of the proposed extension will be deposited for public inspection with the Town Clerk of the said City at his office in the Town Hall Bradford.

Duplicate plans and sections showing the line situation and level of the said tramways and works and the lands in through or over which they will be made or which are to be compulsorily taken for the construction thereof and plans of the lands which may be taken compulsorily for other purposes under the powers of the Bill a Book of Reference to such plans containing the names of the owners or reputed owners lessees or reputed lessees and of the occupiers of such lands and a copy of this Notice will be deposited for public inspection on or before the 30th day of November instant with the Clerk of the Peace for the West Riding of the County of York at his office at Wakefield and with the Clerk of the Peace of the City at his office at Bradford 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 areas hereinafter mentioned in or through which any tramways or works are intended to be laid or made or in which any lands are intended to be taken and a copy of this Notice will be deposited with the officers respectively hereinafter mentioned (that is to say):—In the case of any county borough or other borough with the Town Clerk of such borough at his office; in the case of any urban district not being a borough with the Clerk of the District Council at his office; in the case of any parish having a Parish Council with the Clerk of the Parish Council or if there is no clerk with the chairman of that Council; and in the case of any parish comprised in a rural district and not having a Parish Council with the Clerk of the District Council at his office. Any parish named in this Notice which is not a county or other borough or an urban district or is not stated to be in a county or other borough or in an urban district or in a rural district is a parish having a Parish Council with the clerk or chairman of which the before-mentioned deposit will be made and such deposit will if made with the Clerk to the Parish Council be made at his office or if he has no office at his residence and if made with the Chairman of the Parish Council will be made 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 1900.

FREDERICK STEVENS, Town Clerk, Bradford,  
Dyson and Co., 9, Great George-street,  
Westminster, S.W. Parliamentary  
Agents.

In Parliament.—Session 1901.

South Essex Waterworks.

(Construction of Waterworks Compulsory purchase of and Powers as to Lands Waters &c.; Sanction of Acquisition of Waterworks; Extension of Limits of Supply; Power to take Rates and Charges; Alteration of Rates and Charges and Conditions of Supply; Breaking up of Streets; Superannuation and Pension Funds; Application of Funds and Additional Capital; Sanction of Payment of Parliamentary Costs by the Company and District Councils; Power to such Councils to Borrow; 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 South Essex Waterworks Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the objects or some of the objects following (that is to say):—

To authorise the Company to make and maintain in the Parish and Urban District of Ilford and County of Essex the Waterworks following or some of them or some part or parts thereof (that is to say):—

- (1) A well and pumping station (to be called the Roding Well) situate in the eastern portion of the field numbered 122 in the parish of Ilford upon the ordnance map (scale 1/2500 edition 1894-96) at a point  $4\frac{1}{2}$  chains or thereabouts south westward of the north easternmost corner of that field.
- (2) An adit (No. 1) commencing at the Roding Well and running in a north-north-eastwardly direction from such well for a distance of 22 chains or thereabouts and there terminating in the field numbered 74 in the parish of Ilford upon the said ordnance map.
- (3) An adit (No. 2) commencing at the Roding Well and running in a north-westerly direction for a distance of 19 chains or thereabouts and there terminating in the field numbered 119 in the parish of Ilford upon the said ordnance map.
- (4) An adit (No. 3) commencing at the Roding Well and running in a west north-westwardly direction for a distance of 18 chains or thereabouts and there terminating in the said field numbered 119 in the said parish of Ilford upon the said ordnance map.
- (5) An aqueduct conduit or line of pipes (No. 1) commencing at the Roding Well and terminating by a junction with the existing mains of the Company in Cranbrook Road at or about a point opposite the lodge of the property known as "Valentines."
- (6) A well and pumping station (to be called the Seven Kings Well) situate in the south-eastern portion of the field numbered 566 in the parish of Ilford upon the ordnance map (scale 1/2500 2nd edition 1896) at a point 11 chains or thereabouts south-eastward of Primrose Farm House.
- (7) An adit (No. 4) wholly situate in the last mentioned field commencing at the Seven Kings Well and running in a west north-westwardly direction for a distance of 11

chains or thereabouts and there terminating.

(8) An adit (No. 5) commencing at the Seven Kings Well and running in a north north-eastwardly direction for a distance of 29 chains or thereabouts and there terminating in the field numbered 889 in the parish of Ilford upon the ordnance map (scale 1/2500 2nd edition 1896).

(9) An aqueduct conduit or line of pipes (No. 2) commencing at the Seven Kings Well and terminating by a junction with the existing mains of the Company in Barley Lane opposite the south-west corner of the aforesaid property numbered 566 in the parish of Ilford on the ordnance map (scale 1/2500 2nd edition 1896).

Together with all proper embankments roads ways wells tanks gauges filters and filter beds softening apparatus sluices outfalls adits drifts tunnels aqueducts culverts mains pipes drains telegraphs telephones engines pumps apparatus buildings works and conveniences connected with the hereinbefore described works or any of them or incidental thereto or necessary for conducting controlling inspecting cleansing repairing or managing the same.

To authorise the Company to discharge water from any of the aforesaid works into any available stream or watercourse and to make provision for compensating all riparian owners and other persons for any damage which may be caused by the exercise of such power.

To authorise the Company to deviate from the lines and levels of the intended works as shown upon the plans and sections hereinafter mentioned.

To incorporate with the Bill and apply to the works hereinbefore described or any of them and to the Company in respect thereof the provisions or some of the provisions of the Railways Clauses Act 1845 with respect to the temporary occupation of lands near the works during the construction thereof.

To empower the Company to purchase and to take by compulsion or agreement and to take leases or grants of or easements in under or over lands houses springs streams waters and other hereditaments in the parish of Ilford aforesaid for the purposes of the intended works or elsewhere within the limits for the time being of the Company's Acts for the supply of water for the purposes of their undertaking generally and the Bill will or may vary or extinguish any rights or privileges connected with any such lands houses springs streams waters and hereditaments as aforesaid and will or may empower the Company to acquire compulsorily easements or wayleaves in or under lands in the said parishes for the purposes of the works above described instead of purchasing such lands and to exercise and do on any lands such works matters and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act 1847.

To sanction the lease to and if thought fit the purchase by the Company of the well and pumping station reservoir and works known as the Linford Waterworks and situate on part of the Linford Estate in the parish of Mucking and the county of Essex, and to enable the Company to hold work and use the same as part of their undertaking and from time to time to improve enlarge and extend the same and if thought fit to confirm or give effect to any agreements which may have been or may be entered into by the Company in that behalf.

To confer vary and extinguish exemptions from the payment of the rates rents and charges

which the Company are authorised to demand take and levy and to vary alter and amend the same and the basis on which the same are assessed and the terms on which the Company may be called upon to afford a supply of water.

To extend the limits of the Company's Acts for the supply of water as defined by the South Essex Waterworks Act 1861 and the South Essex Waterworks Act 1882 (herein called "the Company's Acts") so as to include therein the parish of Havering-atte-Bower in the county of Essex and to enable the Company within such extended limits to have and exercise all or any of the powers rights privileges and authorities which they have or may exercise within their existing limits of supply as extended or amended by the Bill and to demand take and levy rates rents and charges for or in respect of the supply of water within such parish.

To empower the Company to lay down maintain take up alter and renew mains pipes culverts and other works for the distribution of water to and within their extended limits of supply and to cross break up open alter divert or stop up and interfere with either temporarily or permanently any roads highways footpaths streets bridges canals railways tramways sewers drains pipes streams and watercourses within the parishes and places aforesaid for the purposes of the aforesaid works or of supplying or distributing water.

To empower the Company to hold lands for the purpose of protecting securing and preserving their waterworks or water supply and to sell lease or exchange lands vested in them and to exempt such lands and the Company in respect thereof from the provisions or some of the provisions of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous lands.

To authorise the Company to erect and let cottages for their officers and servants and to make provisions with respect to the service of notices on and by the Company.

To authorise the establishment by the Company of superannuation or pension funds for officers and servants of the Company and to make provision for the contribution thereto by such officers and servants and by the Company and the payment of pensions gratuities or allowances and for the management and regulation of such funds and to make provision also with regard to compensation to officers and servants of the Company.

To enable the Company for all or any of the purposes of the Bill to apply their corporate funds and revenues and for those purposes and for the general purposes of their undertaking to raise further money by the creation and issue of new shares or stock (ordinary or preferential or both) and of debenture stock and by borrowing on mortgage or otherwise.

To sanction the payment by the Company out of capital of the costs charges and expenses incurred by them of and incidental to the promotion of the South Essex Water Bills in the Sessions of 1899 and 1900 and the opposition to the South Essex Water Board Bill 1900 and to empower the Councils for the urban districts of Ilford Barking Town Grays Thurrook and Romford and the Councils for the rural districts of Orsett and Romford all in the county of Essex to borrow money on the security of the rates respectively leviable by them for the purpose of paying the costs charges and expenses respectively incurred by them of and incident to the opposition to the two first-named Bills and the promotion of the last-named Bill.

To vary or extinguish all existing rights and privileges which would or might in any way in-

terfere with any of the objects of the intended Act and to confer other rights and privileges.

To alter amend enlarge or repeal so far as may be necessary or expedient the provisions or some of the provisions of the South Essex Waterworks Act 1861 the South Essex Waterworks Act 1882 or either of those Acts or any other Act or Acts relating to or affecting 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 works hereinbefore described and proposed to be authorised by the Bill showing the lines and levels thereof and 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 Essex at his office at Chelmsford in that county and with the Clerk to the Ilford Urban District Council at his office at Ilford.

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 17th day of November, 1900.

DEVONSHIRE, MONKLAND, DAVIES and SANDERS, 1, Frederick's-place, Old Jewry, E.C., Solicitors for the Bill.

REES and FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Islington and Euston Railway.

(Incorporation of Company; Power to Construct Underground Railway from Islington to Euston; Provisions as to Underpinning and Use of Subsoil; Agreements with London County Council and Councils of Metropolitan Boroughs; Agreements with City and South London, Charing Cross, Euston, and Hampstead, London and North-Western, Midland, and Great Northern Railway Companies; Amendment of Acts.)

NOTICE is Hereby Given that Application is intended to be made to Parliament in the ensuing Session for an Act to effect all or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") and to empower the Company to make and maintain the Underground Railway (hereinafter called "the Railway") and Works hereinafter described or some part or parts thereof with all necessary proper and convenient stations platforms sidings approaches passages stairs subways tunnels shafts lifts buildings apparatus generating plant depôts machinery appliances works and conveniences (that is to say):—

A Railway commencing in the Parish of St. Mary Islington in the Metropolitan Borough of Islington by a junction with the City and South London Railway at a point 23 yards or thereabouts measured in a south-easterly direction from the centre of Torrens-street and terminating in the Parish and Metropolitan Borough of St. Pancras at a point under Drummond-street where that street crosses George-street which said intended Railway will be situate in the parishes and places following or some of them (that is to say):—The Parish of St. Mary Islington in the Metropolitan Borough of Islington the Parish of St. James and St. John Clerkenwell in the Metropolitan Borough of Finsbury and the Parish and Metropolitan Borough of St. Pancras all in the County of London.

2. The gauge to be adopted for the Railway will be 4 feet 8½ inches (standard) gauge and the motive power to be employed will be electricity or any other mechanical power other than steam locomotives.

3. To authorise the Company to cross stop up divert and otherwise interfere with either temporarily or permanently any roads streets thoroughfares or places railways canals tramways tunnels bridges gas and water mains and pipes sewers culverts subways drains pipes telegraphs telephones pneumatic and hydraulic tubes wires electric apparatus or other works conveniences and appliances within or adjoining the aforesaid parishes and places or any of them.

4. To authorise the construction and maintenance of shafts or openings from the surface of any road land street square or public place to any portion of the Railway and works subject to such provisions and limitations (if any) as may be contained in the intended Act.

5. 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 authorised by the intended Act 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 intended Act and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act 1845 or otherwise.

6. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses buildings or works which may be rendered insecure or affected by any of the intended works and whether such houses buildings or works are or are not intended or required to be taken for the purposes thereof.

7. To empower the Company to purchase and acquire by compulsion or agreement and to hold lands houses and other property and easements therein in the parishes and places aforesaid for the purposes of the intended Act.

8. To empower the Company notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act 1845 or any Act amending the same to purchase and take by compulsion or agreement any part of or any lands vaults cellars arches or other offices attached or belonging to any houses buildings manufactory or other premises without being required or compelled to purchase the whole of any such land house building manufactory or premises and to empower the Company to appropriate and use the subsoil under any street or road or under any house building manufactory or premises cellars vaults arches or other constructions or any parts thereof respectively without being required or compelled to purchase any such house building manufactory or premises cellars vaults arches or other construction or the site thereof or any easement or right to the use of such subsoil and to vary and extinguish all rights and privileges connected with such land houses buildings manufactories and property.

9. To authorise the Company to sell convey demise and lease or otherwise dispose of lands tenements and hereditaments purchased or acquired under the powers of the intended Act and so far as may be necessary or expedient to exempt the Company from the operation of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous land.

10. To empower the Company to levy and recover tolls rates and charges upon and in respect of the railway and the works and conveniences connected therewith and to confer vary and

extinguish exemptions from the payments of tolls rates and charges.

11. To empower the Company on the one hand and the London County Council and the Council of any Metropolitan Borough or other local authority having the control or management of the streets or roads on the other hand to enter into and carry into effect contracts agreements and arrangements for or with respect to the construction or maintenance of the Railway and 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 the contribution of funds and any incidental matters and to sanction and confirm any contracts agreements or arrangements which have been or may be made with reference to all or any such matters.

12. To empower the Company and the City and South London Railway Company (hereinafter called "the South London Company") to enter into and carry into effect agreements for or with respect to the working use management and maintenance of the railway and the works connected therewith or any part thereof and with respect to the supply of electricity or other motive power for working the railway and the lifts and other works and conveniences connected therewith and with respect to the supply of rolling or working stock and of officers and servants for the conduct and conveyance of traffic on the railway and with respect to the interchange transmission and delivery of traffic coming from or destined for their respective railways 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.

13. To empower the Company on the one hand and the South London Company and the Charing Cross Euston and Hampstead Railway Company or either of them on the other hand to enter into and carry into effect agreements for or with respect to the interchange transmission and delivery of traffic coming from or destined for the respective railways and works 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 confirm and give effect to any such agreement which may have been made or may be made prior to the passing of the intended Act.

14. To empower the Company on the one hand and the South London Company the Charing Cross Euston and Hampstead Railway Company the London and North-Western Railway Company the Midland Railway Company and the Great Northern Railway Company or any or either of them on the other hand to enter into and carry into effect agreements with respect to the construction use management and maintenance of the stations subways lifts approaches platforms sidings signals and other works and conveniences connected with the railway and with respect to construction use management and maintenance of subways or other approaches with or without lifts and other works and conveniences between the stations of the contracting companies and with respect to the joint or separate ownership use and occupation of such

stations and works or any of them or any part or parts thereof and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect any of the purposes 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 and to empower the contracting companies respectively to apply their funds to any of the purposes of any such agreement.

15. To enable the Company notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 to pay out of the capital or any funds of the Company from time to time during or after construction of the railway interest or dividends on any shares or stock of the Company.

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

17. To alter amend extend and if need be repeal the provisions or some of the provisions of the Metropolis Local Management Acts 1855 and 1856 the Local Government Act 1888 and the London Government Act 1899 and any other Act or Acts relating to the London County Council or the beforementioned boroughs and of the several Acts following or some of them (that is to say) :—

The City and South London Railway Acts 1884 to 1900 and all other Acts relating to the South London Company.

The Charing Cross Euston and Hampstead Railway Acts 1893 to 1900 and all other Acts relating to the Charing Cross Euston and Hampstead Railway Company.

The Act 9 and 10 Vict. cap. 204 and all other Acts relating to the London and North Western Railway Company.

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

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

18. And Notice is Hereby also Given that on or before the 30th day of November instant Maps Plans and Sections of the Railway and Works proposed to be authorised by the intended Act showing the Lines and Levels thereof the Plans showing also the Lands to be purchased or acquired by compulsion under the Powers of the intended Act 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 London at his Office in the Sessions House Clerkenwell 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 respectively as relates to the Metropolitan Boroughs of Islington Finsbury and St. Pancras with a Copy of this Notice will be deposited with the Town Clerks of these Boroughs respectively at their respective Offices in those Boroughs.

19. And Notice is Hereby further Given that on or before the 21st day of December 1900 Printed Copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November 1900.

DONALD McMILLAN and MOTT, 11 and 12 Clement's-lane London E.C. Solicitors for the Bill.

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

In Parliament.—Session 1901.

Bolton Corporation.

(Power to Corporation to Construct and Work by Animal and Mechanical Power new Tramways in the County Borough of Bolton, to form part of their existing Tramway Undertaking; to place in Streets and attach to Houses Poles, Brackets, and Electric Wires; Agreements with other Authorities with respect to Purchase, Sale, Lease, Working, Use, and Maintenance of Tramways, and Repair of Roads outside the Borough; Power to Corporation to run Omnibuses and Motor Cars in connection with Tramways; to make Street Improvements; to use their own Lands and acquire Compulsorily and by Agreement Lands, Houses, and Easements exempt from or subject to Section 92 of the Lands Clauses Consolidation Act, 1845; to Underpin Buildings; to Sell and Lease Lands; to Break up, Stop, and Divert Streets; to Deal in Electric Motors, Lamps, and appliances; to Accept and Hold Lands known as Hall-i'-th'-Wood and other Gifts; to Charge for Use of Turkish Baths; to Establish Reserve or Insurance Funds for Police and Firemen, and Funds against Fire, Accidents, Employers' Liability, and Workman's Compensation; Private Improvement Expenses; Flagging and Sewering Private Streets; Increase of Rate for Technical Instruction Acts; Sanitary and Police Provisions as to Streets, Drains, Sewers, Buildings, new Buildings, Plans, Nuisances, Excavations, Fencing Vacant Land, Hoardings, Sky Signs, Drains and Sewers for Surface Water, Privies, Ashpits, Water-closets, Testing Drains, Infectious Disease, Wakes, Tuberculosis, Milk Supply, Ice Creams, Sanitary Conveniences in Workshops, &c., Marine Store Dealers, Stolen Property, Street Musicians and Trading by Children; Levying New and Altering existing Tolls, Rates and Charges; Additional Borrowing Powers; Bills of Exchange, &c.; Power to use Loans and Sinking Funds instead of Borrowing; Additional Powers as to Investment of those Funds; Repeal Amendment and Incorporation of Acts.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen and Burgesses of the Borough of Bolton, in the County of Lancaster (hereinafter called "the Corporation"), being also the Urban District Council for the said Borough, for leave to introduce a Bill for the following or some of the following, among other purposes (that is to say):—

1. To enable the Corporation to form, lay down, and maintain wholly within the parish and County Borough of Bolton all or some of the tramways hereinafter described (and hereinafter referred to as the proposed tramways), and for that purpose, and for the purposes of their existing or authorised tramways, or any tramways owned, worked, leased, or run over by them (all which are herein included in the expression "the Corporation Tramways"), to form, lay down, and maintain all necessary and proper rails, plates, sleepers, channels (including in that word, where used in this Notice, channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing-places, stables, carriage-houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively, and where in the description of any of the proposed tramways any distance is given with

reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets, and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The proposed tramways are the following (that is to say):—

Tramway No. 1.—1 mile 4 furlongs and 1 chain in length (whereof 1 furlong 7 chains will be laid as a double line, and 1 mile 2 furlongs 4 chains as a single line), commencing in Chorley Old-road by a junction with Tramway No. 1 constructed under the powers of the Bolton Corporation Tramways Act, 1891 (hereinafter referred to as the Act of 1891), at its termination, and continuing thence in a westerly direction along and terminating in that road at the boundary of the Borough.

Tramway No. 2.—1 mile 6 furlongs 0·45 chains in length (whereof 1 furlong 6·5 chains will be laid as double line and 1 mile 4 furlongs 3·95 chains as a single line), commencing in Deane-road (Smithills) by a junction with Tramway No. 19, hereinafter described, at its termination, continuing thence in a north-westerly direction along Deane-road to the junction of that road with Collier's-row, thence in a westerly direction along Collier's-row and terminating in that row at a point about 4 furlongs 4·08 chains from the said junction.

Tramway No. 3.—1 mile 1 furlong 5·60 chains in length (whereof 7·65 chains will be laid as a double line and 1 mile 0 furlongs 7·95 chains as a single line), commencing in St. George's-road by a junction with Tramway No. 20 hereinafter described at the junction of that road and Vernon-street, continuing thence in a northerly direction along Vernon-street, thence in a westerly and northerly direction along Merehall-street and Yarrow-place, thence in a westerly direction along Darley-street, and thence in a northerly direction along Eskrick-street to Halliwell-road, and terminating in that road by a junction with Tramway No. 19, hereinafter described opposite the north end of Eskrick-street.

Tramway No. 4.—A single line, 7·5 chains in length, commencing in Bridge-street by a junction with Tramway No. 8 (constructed under the powers of the Bolton Corporation Tramways and Improvement Act, 1897 (hereinafter referred to as the Act of 1897)) opposite the westerly end of Bow-street, continuing thence in a northerly direction along Bridge-street and terminating at or near the junction of St. George's-road with Higher Bridge-street by a junction with Tramway No. 1, constructed under the powers of the Bolton and Suburban Tramways Order, 1878 (confirmed by the Tramways Orders Confirmation (No. 1) Act, 1878, and hereinafter referred to as the Order of 1878).

Tramway No. 5.—A single line 9·85 chains in length, commencing in Deansgate at a point about 15 yards east of the junction of that street with Crown-street by a junction with Tramway No. 2A, constructed under the powers of the Order of 1878, continuing thence in a northerly direction along Crown-street and Bow-street, and terminating in Bow-street at the junction therewith of Folds-road by a junction with Tramway



- No. 8, constructed under the powers of the Act of 1897.
- Tramway No. 6.—1 mile 0 furlongs 2·40 chains in length (whereof 7 furlongs 2·40 chains will be laid as double line, and 1 furlong as a single line), commencing in Bury-road by a junction with Tramway No. 9 (constructed under the powers of the Act of 1897), at its termination at Tootill-bridge, continuing thence in an easterly direction along Bury-road and terminating in that road at the boundary of the borough.
- Tramway No. 7.—A single line, 1 furlong 6·32 chains in length, commencing in Blackburn-road, at a point about 15 yards south of its junction with Ulleswater-street, by a junction with Tramway No. 1, constructed under the powers of the Order of 1878, and passing thence along Blackburn-road and along Ulleswater-street in an easterly direction and terminating in that street at or near the entrance to Back-o'th'-Bank Destructor Works.
- Tramway No. 8.—A single line, 7·27 chains in length, commencing in Deane-road, at or near the junction of Wareing-street with Deane-road, by a junction with Tramway No. 24, hereinafter described, passing thence along Deane-road and along Wareing-street in a northerly direction, and terminating at or near the entrance to the Wellington Yard Scavenging Works.
- Tramway No. 9.—A single line, 3 furlongs 5·15 chains in length, commencing in Manchester-road, at or near its junction with Smiths-road, by a junction with Tramway No. 2, constructed under the powers of the Order of 1878, passing thence along Manchester-road into and along Smiths-road, in an easterly and northerly direction, and along Hacken-road in a north-easterly direction, and terminating at or near the entrance to Hacken Sewage Works.
- Tramway No. 10.—1 mile 1 furlong and 1 chain in length (whereof 6 furlongs 9·95 chains will be laid as a double line, and 2 furlongs 1·05 chains as a single line), commencing at the northerly end of Bradshaw-gate, by a junction with Tramway No. 2, constructed under the powers of the Order of 1878, passing thence in an easterly direction along Churchgate and Church Bank, and thence in a south-easterly direction along Castle-street, crossing Bradford-street, and thence continuing in a south-easterly direction along Radcliffe-road, and Hag End Brow, and terminating therein at the north-westerly side of Lever Bridge.
- Tramway No. 11.—A single line 2 furlongs 5·75 chains in length, commencing in Deansgate, at or near the southerly end of Marsden-road, by a junction with Tramway No. 4, constructed under the powers of the Order of 1878, passing thence in a westerly direction along Deansgate and Spa-road, and terminating in Spa-road, at or near the entrance to the Bolton Corporation Gas Works in that road.
- Tramway No. 12.—A single line 7·25 chains in length, commencing in Folds-road, at or near the northerly end of Lum-street by a junction with Tramway No. 7, constructed under the Act of 1897, passing thence in a south-westerly direction along Lum-street, and terminating in that street at or near the entrance to the Lum-street Gas Works.
- Tramway No. 13.—A single line 3 furlongs 4·75 chains in length, commencing in Blackburn-road, at or near the northerly end of Kay-street, by a junction with Tramway No. 16 (hereinafter described), passing along Blackburn-road to Kay-street, and thence in a southerly direction along Kay-street into and along Folds-road in a north-easterly direction, and terminating in Folds-road at or near its junction with Kay-street by a junction with Tramway No. 7 constructed under the powers of the Act of 1897.
- Tramway No. 14.—A double line 3 furlongs in length, commencing in Castle-street at or near the westerly end of Bury New-road by a junction with Tramway No. 10 (hereinafter described), passing thence into and in an easterly direction along Bury New-road, and terminating at or near its junction with Bradford-street by a junction with Tramway No. 9 constructed under the powers of the Act of 1897.
- Tramway No. 15.—A double line, 2·65 chains in length, commencing in Knowsley-street by a junction with Tramway No. 1 (constructed under the powers of the Order of 1878), at its junction with Deansgate, passing in a northerly direction along Knowsley-street, and terminating in that street by a junction with the last mentioned Tramway No. 1, at or near the junction of Knowsley-street and Corporation-street.
- Tramway No. 16.—A double line, 1 furlong, 5·50 chains in length, commencing in Blackburn-road by a junction with Tramway No. 1, constructed under the powers of the Order of 1878, at or near the junction of Kay-street with Blackburn-road, passing thence in a northerly direction along Blackburn-road, and terminating in that road by a junction with the last-mentioned Tramway No. 1, at a point about 22 chains north of the junction of Simpson-street with Blackburn-road.
- Tramway No. 17.—A double line 2 furlongs 6·95 chains in length, commencing in Blackburn-road by a junction with Tramway No. 1 (constructed under the powers of the Order of 1878), about 15 yards south of the junction of Canning-street with Blackburn-road, passing thence and in a northerly direction along Blackburn-road, and terminating by a junction with Tramway No. 8 (constructed under the powers of the Order of 1878) at or near the northerly side of Astley-lane.
- Tramway No. 18.—A double line 5 furlongs 9·70 chains in length, commencing in Blackburn-road by a junction with Tramway No. 8 (constructed under the powers of the Order of 1878), at a point about 53 yards north of the junction of Lawson-street with Blackburn-road, passing thence in a northerly direction along Blackburn-road, and terminating by a junction with the last-mentioned Tramway No. 8 at or near the junction of Springfield-lane and Blackburn-road.
- Tramway No. 19.—A double line 1 mile 0 furlongs 4·80 chains in length, commencing in Blackburn-road, at its junction with Halliwell-road, by a junction with Tramway No. 16 hereinafter described, passing thence in a westerly direction along Halliwell-road, and terminating in that road at or near the north end of Harper's-lane by a junction with Tramway No. 2 hereinafter described.
- Tramway No. 20.—A double line, 2 miles 5 furlongs 7·70 chains in length, commencing in St. George's-road, at or near the north end of Marsden-road by a junction

with Tramway No. 5 (constructed under the powers of the Order of 1878), passing thence in a north-westerly direction along St. George's-road, and in a south-westerly direction along Chorley New-road, and terminating in Chorley New-road at or near the point where it crosses Bessy Brook by a junction with Tramway No. 1, constructed under the Act of 1897.

**Tramway No. 21.**—A double line, 1 mile 1 furlong 7·30 chains in length, commencing in St. George's-road (at a junction of that road with Chorley New-road), by a junction with Tramway No. 20, hereinbefore described, thence passing in a north-westerly direction along Chorley Old-road, and terminating in that road at or near the north end of New Hall-lane by a junction with Tramway No. 1, constructed under the powers of the Bolton Tramways Act, 1891.

**Tramway No. 22.**—A double line, 6·10 chains in length, commencing in Great Moor-street by a junction with Tramway No. 3 (constructed under the powers of the Order of 1878) at or near the south end of Mawdsley-street, passing thence in a westerly direction along Great Moor-street and terminating at the junction of that street with Newport-street by a junction with Tramway No. 1, constructed under the powers of the Order of 1878.

**Tramway No. 23.**—A double line, 1 mile 2 furlongs 6·30 chains in length, commencing in Newport-street (at the junction of that street with Great Moor-street) by a junction with Tramway No. 1 (constructed under the powers of the Order of 1878), passing thence in a south-westerly direction along Great Moor-street, Derby-street, and St. Helen's-road, and terminating in that road by a junction with Tramway No. 5, constructed under the powers of the Act of 1897 at its commencement.

**Tramway No. 24.**—A double line, 5 furlongs 4·25 chains in length, commencing in Deane-road at or near the northerly end of Crook-street by a junction with Tramway No. 4 (constructed under the powers of the Bolton Tramways Act, 1891), passing in a westerly direction along Deane-road and terminating by a junction with Tramway No. 4, authorised by the Act of 1897 at its commencement.

**Tramway No. 25.**—A double line 1 furlong 1 chain in length, commencing in Trinity-street at or near the southerly end of Newport-street by a junction with Tramway No. 1 (constructed under the powers of the Order of 1878), passing thence in an easterly direction along Trinity-street and Bradshawgate, and terminating in Bradshawgate at or near the westerly end of Bridgeman-place by a junction with Tramway No. 2, constructed under the powers of the Order of 1878.

**Tramway No. 26.**—A double line 1 furlong 5·10 chains in length, commencing in Bradshawgate at or near the easterly end of Byng-street East by a junction with Tramway No. 2 (constructed under the powers of the Order of 1878), passing thence in a northerly direction along Bradshawgate, and terminating in Bradshawgate at or near the west end of Silverwell Street by a junction with Tramway No. 2, constructed under the powers of the Order of 1878.

The Bill will provide that, except in the instances hereinafter specified, the said Tramway No. 3 shall not be laid until the portion of the

roads along which the same is proposed to be laid is widened, and when so laid there will not at any part of any such roads, except as aforesaid, be a less space than 9 feet 6 inches between the outside of the footpath on either side of the road and the nearest rail of the tramway.

The Bill will also provide that the said Tramways, Nos. 5, 10, 18, 22, and 26, shall not be laid until the portions of the roads along which the same are respectively proposed to be laid and widened, and when so laid there will not at any part of any such roads be, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches between the outside of the footpath on either side of the road and the nearest rail of the tramway.

All of the proposed tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run on such tramways carriages or trucks adapted to run on railways, and it is not proposed to lay any 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 either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described (that is to say):—

**Tramway No. 1.**—In Chorley Old-road on the south side thereof, between points respectively 1 furlong 3 chains, and 2 furlongs west of the commencement of this tramway.

In Chorley Old-road, on both sides thereof, between points respectively 2·30 chains east of the east end of Boot-lane and 2·70 chains west of the east end of Boot-lane.

In Chorley Old-road, on the south side thereof, between points respectively 6·70 chains and 9·10 chains west of the east end of Boot-lane.

In Chorley Old-road, on the south side thereof, between points respectively 1·30 chains east of the road leading from Chorley Old-road to Horrobin Farm, and a point 8·75 chains east of Bob Smithy-lane-ends, and on the north side thereof, between points respectively 1·30 chains east, and 2·20 west of the said road leading to Horrobin Farm.

In Chorley Old-road, on both sides thereof, between points respectively 3·75 chains east and 1·25 chains west of the south-east of Bob Smithy-lane-ends.

In Chorley Old-road, on the north side thereof, between points respectively 3·90 chains and 1 furlong, 1·30 chains east of the commencement of the road leading from Chorley Old-road to Yate Fold.

In Chorley Old-road, on both sides thereof, between points respectively 1·10 chains and 4·60 chains east of the boundary in that road, between the County Borough of Bolton and the Township of Horwich.

**Tramway No. 2.**—In Dean-road, on both sides thereof, between points respectively 1·20 chains south and 2·80 chains north of a point opposite the entrance to Smithills Hall.

In Dean-road, on both sides thereof, between a point opposite the north-west side of the road leading from Dean-road to Sheep-house, and a point 4 chains north-west of such first-mentioned point.

In Collier's-row, on both sides thereof, between points respectively 60 chains and 5·10 chains west of the east end of Collier's-row.

In Collier's-row, on both sides thereof, between points respectively 60 chain and

4.60 chains west of the west side of the road leading from Collier's-row to Higher Tongs.

Tramway No. 3, in Vernon-street and Merehall-street, on both sides of these streets, between a point in Vernon-street 1 chain north of the east end of Ainscow-street and a point in Merehall-street 1 chain west of the west end of Prince-street.

Tramway No. 7, in Ulleswater-street, on the north side thereof, for the whole length of such tramway.

Tramway No. 8, in Waring-street, on the west side thereof, for the whole length of such tramway.

Tramway No. 9, in Smith's-road, on the west side thereof, between points respectively 1 furlong 1.60 chains south of the termination of the tramway to its termination.

Tramway No. 10, in Church Bank, on the south side thereof, between points respectively 0.45 chain and 4 chains west of the west side of the Lancashire and Yorkshire viaduct crossing, Church Bank.

Tramway No. 11, in Spa-road, on the north side thereof, between a point 2.00 chains west of the north end of New Holder-street, to the termination of the tramway.

Tramway No. 12, in Lum-street, on the west side thereof, and for the whole length of such tramway.

Tramway No. 13, in Kay-street, on the west side thereof, between a point 0.5 chain north of the west end of Cross-street, and a point opposite the south side of Chapel-street.

Tramway No. 15, in Knowsley-street, on both sides thereof, between a point at the commencement of the tramway, to a point opposite to the south side of Corporation-street.

Tramway No. 16, in Blackburn-road, on both sides thereof, between a point 1.70 chains north of the commencement of the tramway, and a point 0.60 chain south of the end of Simpson-street.

Tramway No. 19, in Halliwell-road, on both sides thereof, between points respectively 0.50 chain west of the end of Draycott-street and 0.60 chains east of the end of Grove-street.

In Halliwell-road, on both sides thereof, between points respectively 0.50 chain west of the end of Cloister-street and the termination of the tramway.

Tramway No. 23, in Great Moor-street, on both sides thereof, between a point 1 chain west of the commencement of such tramway and a point 5.40 chains south-west of the London and North Western Railway crossing in Great Moor-street.

Tramway No. 24, in Deane-road, on both sides thereof, between a point 1.80 chains west of Gibbon-street and a point 1.60 chains east of Quebec-street.

In Deane-road, on both sides thereof, between points respectively 0.20 chain and 3.30 chains east of the centre of Oriel-street.

The motive power to be used on the proposed tramways is animal, and any mechanical power, including electrical power, and it is intended to apply for power to use the said motive power on all or some of the Corporation tramways.

2. To empower the Corporation to make such alterations of the Corporation tramways, and any tramways within or (by agreement with the local authority and the Company or person owning or working the same) without the Borough which may for the time being be connected with any of the Corporation tramways, or

any part or parts thereof, and to execute all such works, on or in connection therewith, and in, over, or under the streets or roads in which the same are laid as may be necessary or expedient for adapting the same to be worked by mechanical power, and to empower the Corporation to lay down, construct, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the proposed tramways, or the Corporation tramways, or any tramway within or (by agreement with the local authority and the Company or person owning or working the same) without the Borough which may for the time being be connected with any of the Corporation tramways, or for connecting any portions of the said tramways or any tramways within or without the Borough with any tramways within or without the Borough which can be worked in connection with any of the Corporation tramways, or for providing access to or forming connections with any generating stations or stations, engines, machinery, or apparatus.

3. To empower the Corporation to construct any of the proposed tramways, and to reconstruct any of the Corporation tramways by substituting single or interlacing lines for double lines or double or interlacing lines for single lines.

4. To empower the Corporation on the one hand, and any local authority, company, body, or person on the other hand, to enter into, and carry into effect agreements for the supply of electric energy for any purpose to, and by the Corporation, by and to such local authority, company, body, or person.

5. To enable the Corporation on the one hand, and any local authority, company, or person with regard to any tramways in the Borough not being the property of the Corporation and any tramways in any adjacent districts which can be worked with any of the Corporation tramways on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the purchase, sale, lease, working, use, management, and maintenance by the contracting parties of all or any of their respective tramways and works, or any part or parts thereof, respectively, the making of all necessary junctions, the supply of rolling stock, plant, machinery, and electrical energy or power, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and to give effect to any agreements which have been or may be made touching any of the matters aforesaid.

6. To authorise the Corporation for the purposes of constructing any tramway in any street to take up, remove, or dispose of, or, if thought fit, to appropriate and use in the construction of that tramway any existing tramway in such street.

7. To empower the Corporation to make from time to time such turnouts, crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein

as may be necessary or convenient to the efficient working of all, or any, of the beforementioned tramways, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Corporation, or their lessees, or for effecting junctions with the system of any other Corporation, company, or person with their consent.

8. To empower the Corporation from time to time, when by reason of the execution of any work in, or the widening or alteration of, any highway in which any tramway, channel, or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all, or any part, of such tramway, channel, or electric line, and to reconstruct the same in an altered position in such highway, and to make, lay down, and place temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway, channel, or electric line or substituted tramways, or channels, or electric lines.

9. To confer on and to reserve to the Corporation and their lessees the exclusive right of using on any of the proposed tramways, carriages drawn or propelled by any motive power hereinbefore mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

10. To provide for the repair by the Corporation or their lessees or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway, channel, or electric line may, for the time being, be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways, or channels, or electric lines.

11. To empower the Corporation and their lessees to place and run carriages on the proposed tramways, and on the Corporation tramways, and on any tramway within or without the Borough, which may for the time being be connected with any of the Corporation tramways, and to work and demand and take tolls, rates, and charges in respect of the use of such tramways and carriages, and for the conveyance of passengers, animals, goods, minerals, merchandise and other traffic thereon and therein, and to confer exemptions from such tolls, rates and charges, and both within and without the Borough to provide stables, buildings, carriages, trucks, horses, harness, engines, motors, machinery, apparatus, and steam, electric, cable, and other plant (fixed and movable) necessary or convenient for working such tramways by any motive power hereinbefore mentioned, and to sell, exchange or dispose of such of the beforementioned articles and things as may not be required.

12. To empower the Corporation to provide and run omnibuses and motor cars in connection with tramways.

13. To constitute the tramways to be authorised by the intended Act for all purposes (subject to the provisions of the Bill), part of the Tramway Undertaking of the Corporation.

14. To authorise the Corporation wholly in the Parish and County Borough of Bolton to make and maintain the following street works (that is to say):—

The widening and improving of Bradshawgate on the westerly side thereof—

Work No. 1.—For a distance of 90 yards from Lomax-buildings to Bollings-yard, and

Work No. 2.—For a distance of about 214 yards from Nelson-square to Deansgate.

The widening and improving of Deansgate on the southerly side thereof—

Work No. 3.—For a distance of 179 yards from Back Queen-street to Old Hall-street north, also,

Work No. 4.—For a distance of 23 yards in an easterly direction, from a point 17 yards from the north-east corner of Market-street.

The widening and improving of Deansgate on the southerly side thereof, and of Oxford-street on the easterly side thereof—

Work No. 5.—For a distance of 31 yards in an easterly direction from the north-east corner of Oxford-street, and for a distance of 30 yards south of the said corner.

Work No. 6.—The widening and improving of Great Moor-street, on the northerly side thereof, for a distance of 92 yards from Mawdsley-street to Newport-street.

The widening and improving of Knowsley-street on the easterly side thereof—

Work No. 7.—For a distance of 48 yards from Bark-street to St. George's-road, and also,

Work No. 8.—For a distance of 56 yards from Deansgate to Corporation-street.

Work No. 9.—The widening and improving of Church-wharf or Wharf-road and Bury New-road, on the northerly side thereof, for a distance of 179 yards from Back-Lydia-street to Mill-street.

Work No. 10.—A new street commencing at the junction of Crown-street with Deansgate, and terminating by a junction with Manor-street and Kay-street.

The said new street will absorb Crown-street and part of Bow-street.

The widening and improving of Churchgate on the southerly side thereof.

Work No. 11.—For a distance of 8 yards, measured in a westerly direction, from Oliver-lane, and,

Work No. 12.—For a distance of 11 yards measured in an easterly direction from Oliver-lane.

Work No. 13.—The widening and improving of Radcliffe-road on the east side of such road for a distance of 613 yards, measured in a north-westerly direction, from Lever Bridge.

The improvement of Vernon-street.

Work No. 14.—The rounding off the corner of St. George's-road and Vernon-street at their junction, commencing on the northerly side of St. George's-road, at a point about 8 yards south-east of the south-east corner of Vernon-street, and terminating at a point in Vernon-street about 10 yards north of the said corner.

Work No. 15.—The rounding off the corner of Vernon-street and Merehall-street, at their junction, commencing on the westerly side of Vernon-street, at a point about 8 yards north of the north-east side of Back Merehall-street, and terminating in Merehall-street, about 34 yards east of Hay-street.

Work No. 16.—The widening and improving of Homer-street on the south side, Portland-street on the west side, Back Mount-street on the north side, and Darley-street on the east side, by the acquisition of the lands included between those streets and the removal of the buildings thereon.

Work No. 17.—The rounding off the corner of Darley-street and Eskrick-street, commencing at the junction of Back Darley-street North, and terminating in Darley-street at a point about 15 yards east of its junction with Eskrick-street.

Work No. 18.—The widening and improving of Blackburn-road, on the east side thereof,

for a distance of 416 yards in a northerly direction, from Ramshaw-street.

The widening and improving of Blackburn-road.

Work No. 19.—On the west side thereof, for a distance of 866 yards in a northerly direction from the entrance to Thorny Dykes, also

Work No. 20.—On the westerly side thereof, for a distance of 230 yards in a northerly direction from Eckersley-road.

Work No. 21.—The widening and improving of Oxford-street, on the west side thereof, for the whole length thereof, extending from the south side of Deansgate to the north side of Victoria-square.

Work No. 22.—The widening and improving of Newport-street, on the west side thereof, for a distance of 175 yards, measured in a southerly direction from the south side of Victoria-square to the north side of Great Moor-street.

15. To authorise the Corporation in connection with the said proposed tramways and street works, to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments girders, cantilevers, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

16. To authorise the Corporation to deviate in the construction of the said street works, both vertically and laterally to the extent shown on the deposited plans and sections, or to be defined by the Bill or prescribed by Parliament.

17. To enable the Corporation for all or any of the purposes of their existing Acts or Orders and of the Bill, to appropriate and use any lands for the time being belonging to them, and to purchase or otherwise acquire compulsorily or by agreement lands, including in that expression where used in this Notice, houses, buildings, easements and other property.

18. To exempt the Corporation from the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845, in respect of all or some of the properties to be acquired by the Corporation under the powers, and for the purposes of the Bill.

19. 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 said intended street works, and which houses and buildings may not be required to be taken for the purposes thereof.

20. To extend the existing powers of the Corporation as to the sale, lease, exchange, and disposal of surplus lands for the time being belonging to them.

21. To empower the Corporation to make in any streets, roads, footways, and thoroughfares all such alterations of levels and width of roadway and footway as may be expedient for or in connection with the construction of the said tramways and street works, and for making convenient accesses from, or junctions with, the proposed street works, and to stop up, alter, divert, and interfere with, either permanently or temporarily (and if permanently, to appropriate the site and soil of, and to extinguish all rights of way over), and to cross over, under, or upon all such streets, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water and other pipes, and telegraphic, telephonic and electric wires, tubes, pipes, boxes, and other apparatus as it may be necessary or convenient to stop up, alter, divert, interfere with or cross for any of the purposes of the Bill.

No. 27249.

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22. To authorise the Corporation to provide, hire, sell, and let electric motors, arc, and other lamps, apparatus, and appliances, and to supply and fit houses and premises with electric lines, wires and fittings, and in certain cases to prevent the disposition thereof, and exempt the same from distress and execution under legal process, and to make bye-laws and regulations to secure the safety of premises using electric energy.

23. To authorise the Corporation to transfer to their electric lighting account such portion as they think fit of the property acquired and money borrowed for tramway purposes under the Bolton Tramways and Improvement Act, 1897.

24. To empower the Corporation to accept the gift of and to hold the land, buildings, and premises known as "Hall-i'-th'-Wood," in the said Borough, and other gifts of lands, buildings, and premises for recreative or educational purposes, and to make applicable thereto all or any of the provisions of Section 33 of the Bolton Improvement Act, 1882, as amended by the Bolton Order, confirmed by the Local Government Board Provisional Orders Confirmation (No. 5) Act, 1890, with regard to the Chadwick Museum.

25. To prohibit the erection of houses on made land until properly consolidated.

26. To authorise the Corporation to make special charges for the use of Turkish and other baths, and to amend Section 121 of the Bolton Improvement Act, 1854.

27. To authorise the Corporation to provide, maintain, and use special funds for the following purposes respectively, that is to say:—A fund for the restoration of their property damaged by fire or otherwise. A fund to provide for any accident, claim, or contingency in respect of their tramway undertaking, and renewal of works and property in connection therewith, and a fund for meeting claims upon the Corporation under the Employers' Liability and Workmen's Compensation Acts, or arising out of the execution of any of their powers.

28. To authorise the Corporation to establish a mutual insurance fund for police constables and firemen of the Borough.

29. To alter and amend Section 184 of the Bolton Improvement Act, 1854, and Sections 117, 118, and 119 of the Bolton Corporation Act, 1872, and any other enactments, so as to allow interest on expenses incurred by the Corporation, and repayable by owners or occupiers to be charged until repayment of such expenses.

30. To alter and amend Section 111 (Owner may be rated instead of occupier in certain cases) of the Bolton Improvement Act, 1877, excluding from the operation of that section any dwelling-house, or part of a dwelling-house, of which the owner is occupier.

31. To extend the provisions of the Public Health Act, 1875, relating to the flagging of footways and the sewerage of private streets, to roads and streets repairable by the inhabitants at large.

32. To increase the amount of the rate leviable by the Corporation for the purposes of the Technical Instruction Acts, 1889 and 1891.

33. To make further provision with respect to the good government of the borough, the preservation of the health of the inhabitants, the prevention of nuisances, and of the spread of infectious disease, and among other things with respect to the following matters (that is to say), intersecting streets; building line in streets; defining commencement and termination of streets; injuring streets by excavations; communication of drains with sewers; combinations of drains for two or more houses;

wooden buildings; retention of plans deposited; approval of plans subject to conditions and the enforcement thereof; the definition of new buildings (altering Section 62 of the Bolton Improvement Act, 1882); space about buildings; constructing buildings so as to lessen damage by fire; conversion of sheds into stables; crossings for horses and vehicles over footways as access to premises; exemption from private improvement expenses of certain persons and premises; prevention of sand and soil being washed into streets; fencing of vacant lands; hoardings, and sky signs; sewerage and kerbing new streets before erection of buildings or excavating foundations (amending Section 65 of the Bolton Improvement Act, 1882); provision of separate sewers and drains for surface water and sewage; disconnection of existing surface-water drains from existing sewer, and connection with surface-water sewer; the making of bye-laws with respect to cart traffic and crying newspapers and other literature; amendment of Art. III. of Bolton Order, confirmed by Local Government Board's Provisional Orders Confirmation (No. 15) Act, 1893, as to alteration of privies, ashpits and cesspools; examination of drains, privies, &c., and application of tests to drains; reconstruction of drains to be subject to approval of the Corporation; improper construction or repair of waterclosets or drains; wilful damage to drains, privies or ashpits; deposits of trade refuse, building materials or rubbish of a like description in privies, cesspools, ashpits or ash tubs; the keeping of swine and deposit of swine dung near dwelling houses; the keeping of fowls near dwelling houses; wakes over bodies of persons who have died from infectious diseases; cleansing of filthy articles to prevent risk to health; milk of cows affected with tuberculosis; regulating manufacture and sale of ice cream; power to require water supply to houses and provision of sanitary conveniences for workshops or manufactories on report of surveyor or medical officer of health; amendment of Section 93 of the Bolton Improvement Act, 1877, by providing for the retention without alteration by dealers in marine stores or old metals of purchased articles for four days after purchase, and securing free access to premises for inspection with power of seizure, and extending provisions of Sections 92, 93, and 94 to dealers in second-hand goods; power to take into custody persons in possession of property suspected of having been stolen and to detain such property; licensing of street musicians; suppression of objectionable placards; street trading by children.

34. To alter any existing tolls, rates, and charges now authorised to be levied within the existing Borough or any part thereof, and to authorise the Corporation from time to time to make and levy throughout the Borough new tolls, rates, and charges, general and special, for all or any of the purposes of the Bill, and to confer, vary, and extinguish exemptions from the payment of any existing or future tolls, rates, and charges.

35. To alter and enlarge the present borrowing powers of the Corporation, and to enable them for all or any of the purposes of the Bill, and of all or any of their existing Acts and Provisional Orders, to apply their Corporate funds and any moneys which they are already authorised to borrow, and to borrow further moneys by mortgage stock (of one or more classes, and at the same or at varying rates of interest), or annuities, or by the issue of bills, promissory notes or deposit notes, and to charge those

moneys upon all or any one or more of the following securities, that is to say: The Borough Fund, Borough Rate, District Funds and District Rates, lands, tenements, hereditaments, tramway, gas, water, market, and other undertakings and property, and the rates, rents, tolls and revenues of the Corporation, whether as a Municipal Corporation or Urban District Council, and to make further and other provision with respect to the repayment of any moneys owing by the Corporation, to alter the present mode of borrowing moneys, to empower the Corporation to use these loans and sinking funds in lieu of borrowing, and to invest those funds on mortgage of leaseholds, and in the purchase of rent charges, chief rents, or ground rents.

36. The Bill will or may enable the Corporation to exercise all or any of the powers of the Public Health, Local Government, Tramway, Light Railways, Technical Instruction, and Electric Lighting Acts, with or without modification, and to carry the provisions of the Bill into effect, with, under, and subject to the powers and provisions of those Acts and of the Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations, and to enter into and fulfil agreements and contracts for all or any of the purposes of the Bill, and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

37. The Bill will, so far as may be deemed necessary, or expedient, alter and extend or repeal, and if thought fit consolidate all or some of the provisions of, among other local and personal Acts, and Public Acts of a local character and Provisional Orders thereby confirmed, the following (that is to say) the Bolton Improvement Acts passed in the years 1854, 1861, 1864, 1865, 1877 and 1882 respectively, the Bolton Corporation Act, 1872, the Bolton Tramways and Improvement Act, 1897, the Bolton, Turton and West Houghton Extension Act, 1898, the Bolton and Suburban Tramways Order, 1878, the Bolton and Suburban Tramways Order, 1888, the Bolton Corporation Tramways Act, 1891, the Bolton Corporation Tramways Act, 1893, the Bolton Orders of the Local Government Board confirmed by Acts passed in the years 1864, 1871, 1879, 1885, 1888, 1890, 1892, 1893, 1894 and 1899 respectively, the Bolton Electric Lighting Orders, 1891 and 1898, confirmed by Acts respectively passed in the years 1891 and 1898, and any other Acts or Orders relating directly or indirectly to the Corporation, or to the existing Borough, or interfering with any object of the Bill, and the Bill will or may incorporate with itself in extenso or by reference, and with or without alteration, such of the provisions as may be deemed expedient of the foregoing Acts and Orders, and of the Lands Clauses Acts, the Tramways Act, 1870, the Light Railways Act, 1896, the Locomotives Act, 1865, the Electric Lighting Acts, the Technical Instruction Acts, 1889 and 1891, the Technical and Industrial Institutions Act, 1892, the Public Health Acts, the Local Loans Act, 1875, the Local Loans Sinking Funds Act, 1885, the Local Government Act, 1888, and the Local Government Act, 1894, and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

Duplicate plans and sections describing the lines, situation and levels of the proposed tramways and works, and the lands in or through which they will be respectively laid or made, and duplicate plans of the lands which may be



taken compulsorily for other purposes under the powers of the Bill, together with a book of reference to the plans containing the names of the 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 Lancaster at his office at Preston, and with the Town Clerk of Bolton at his office.

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 19th day of November, 1900.

R. G. HINNELL, Town Clerk, Bolton.  
Dyson and Co., 9, Great George-street,  
S. W., Parliamentary Agents.

In Parliament.—Session 1901.

Charing Cross Euston and Hampstead Railway  
(No. 2).

(Extensions of Company's Railway to Highgate and Victoria; Provisions as to Subways Streets &c. Deviations and Alterations of Levels; Underpinning &c. Buildings; Compulsory Purchase of Additional Lands and Easements; Exemption from provisions of Lands Clauses Consolidation Act 1845; Provisions as to taking portions only of Buildings Subsoil &c. and as to superfluous Lands Tolls Access to Stations of other Railway Companies; Agreements as to and Power to Supply Electrical Energy; Agreements with Contributions by and other Provisions affecting Public Bodies and Railway Companies; Joint Committees; Payment of Interest out of Capital Additional Capital Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Charing Cross Euston and Hampstead Railway Company (hereinafter called "the Company") for an Act for effecting the purposes or some of the purposes following (that is to say):—

1. To enable the Company to make and maintain the underground railways subways and other works hereinafter mentioned or one of them or some part or parts thereof respectively together with all necessary and convenient rails sidings tunnels subways covered ways stations platforms signals shafts lifts inclines stairs approaches sewers drains pipes generating plant depôts buildings machinery wires apparatus works and conveniences (that is to say):—

A Railway No. 1 commencing in the parish and metropolitan borough of St. Pancras in the county of London by a junction with the Railway No. 2 authorised by the Charing Cross Euston and Hampstead Railway Act 1899 at a point 100 yards or thereabouts southward from its authorised termination at Kentish Town and terminating in the parish of St. Mary Islington and metropolitan borough of Islington in the same county at a point in Archway-road 90 yards or thereabouts southward of the junction of Thomas-street with that road.

A Railway No. 2 commencing at the termination of Railway No. 1 and terminating in the parish and urban district of Hornsey in the county of Middlesex in the Archway-road at the junction of Bishop's-road with that road.

A Railway No. 3 commencing in the parish of St. Martin-in-the-fields in the city of Westminster in the county of London by a junction with the railway authorised by the

Charing Cross Euston and Hampstead Railway Act 1899 as intended to be constructed at a point in Charing Cross-road opposite the Garrick Theatre and terminating in the parish of St. Margaret's in the said city of Westminster in the roadway on the western side of Parliament-square opposite the Canning statue.

A Railway No. 4 commencing at the termination of Railway No. 3 and terminating in the parish of St. George's Hanover-square in the said city of Westminster in the station yard in front of the Victoria Station of the London Brighton and South Coast Railway.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches and the motive power to be employed will be electricity applied by means of motors on the engines or on the carriages and trucks generated at stations and conveyed by means of conductors in the said railways or cable power.

2. To authorise the Company to cross stop-up close for traffic and interfere with temporarily or permanently any roads streets alleys courts squares highways footpaths or places railways sewers culverts subways drains pipes telegraphs telephones pneumatic hydraulic tubes wires electric apparatus or other works conveniences and appliances within or adjoining the aforesaid parishes boroughs and other areas or any of them and to appropriate and use for the purposes of the intended works or of the intended Act the subsoil and under surface of and to construct and maintain openings in any lands streets roads squares passages and places under along or across which any of the proposed works are intended to be made.

3. To authorise the Company to deviate from the lines or situations of any of the intended works within the limits of lateral deviation as shown on the plans hereinafter mentioned or to such extent as may be defined by the intended Act and to deviate from the levels of any of the said works as shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the intended Act and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act 1845 or otherwise.

4. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses buildings or works which may be rendered insecure or affected by any of the intended works and whether such houses buildings or works are or are not intended or required to be taken for the purposes thereof.

5. To authorise the Company to purchase by compulsion or agreement lands (including in that expression where used in this notice houses buildings premises and property) in the parishes boroughs and other areas aforesaid for the purposes of the intended works 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 empower the Company to purchase and take by compulsion or agreement any part of or any vaults cellars arches or other offices attached to or belonging to any lands houses buildings 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 compulsorily or by agreement easements for carrying the intended works under any street 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 properties.

6. To authorise the Company to hold and to sell convey demise and lease or otherwise dispose of lands tenements and hereditaments purchased or acquired under the powers of the intended Act and so far as may be necessary or expedient to exempt such lands tenements and hereditaments and the Company in respect thereof from the provisions of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous lands.

7. To enable the Company to levy and recover tolls rates and charges upon and in respect of the said intended railways or subways and works and conveniences and to confer vary or extinguish exemptions from the payment of such tolls rates and charges respectively and to grant leases of the undertaking tolls rates and charges and all or any of the proposed works.

8. To empower the Company and any other company whose authorised or intended railways or subways will terminate under or over or will pass alongside of or near to the authorised or intended railways or subways of the Company to enter into and carry into effect agreements with reference to the construction use and maintenance of such ways stairs lifts and communications as may be necessary for enabling passengers and their luggage and other traffic to pass from or to any station of the Company to or from any station of any such other company and to empower the Company to enter upon the lands stations platforms and works of such other company and to alter any such platform and to make openings in the same and in any walls and any necessary protective works and to make such provision as will secure to the public and to officers and servants of the Company free and uninterrupted access by means of such ways stairs lifts communications and openings between any station of the Company and any station of any other company as aforesaid.

9. To empower the Company on the one hand and any other company and any local authority body or person authorised to supply electricity in any district in which any part of the said railways or subways of the Company will be situate on the other hand to enter into and carry into effect agreements with respect to the supply by or to the Company to or by such other company authority body or person of electrical energy or power.

10. To empower the Company on the one hand and the London County Council the Middlesex County Council and any Council corporation and other local authority and any railway company and any company or body interested in or having the control or management of streets roads railways sewers water gas or other pipes wires or apparatus or any one or more of them on the other hand notwithstanding any statutory provisions to the contrary to enter into and carry into effect and to alter and vary contracts agreements and arrangements for or with respect to the construction maintenance or user of the authorised works of the Company or 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 works and property the formation and user of approaches to and junctions with the authorised railways of the Company or the intended railways from any railways streets roads or public places the contribution of funds and any incidental matters and

to provide for the settlement by arbitration or otherwise of any dispute between the Company and any such council corporation authority company or body under or with reference to the subject matter of any such contract agreement or arrangement or under any existing agreements or provisions with reference to the matters aforesaid.

11. To authorise or require the London County Council the Middlesex County Council and any Council Corporation local authority railway company and any other company and body or some or one of them to subscribe and contribute funds towards the making and maintaining of the intended works or any or some of them or any or some part or parts thereof respectively and to empower them or some or one of them to take and hold shares in the capital of the Company and to guarantee the payment of interest dividend annual or other payment in shares or stock and the principal and interest of any loan of the Company and for all or any such purposes and for the fulfilling of any agreements entered into by them or any of them with the Company to empower and if need be require and empower them to apply their existing rates dues or other revenues which they are or may be authorised to raise and to raise further money from time to time or by borrowing on the security of any property belonging to them or any of their rates dues or revenues and on mortgage or bond debenture stock or otherwise.

12. To empower the Company on the one hand the Midland the Central London the Baker - street and Waterloo the London Brighton and South Coast and the Victoria and Pimlico Railway Companies and the South Eastern and Chatham Railway Companies Managing Committee or any 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 of them of their respective railways or 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 parties or any of them the supply and maintenance of engines stock and plant the supply of electricity or electrical energy or power the fixing collection payment appropriation apportionment and distribution of the tolls rates income and profits arising from the respective railways and works of the contracting Companies or any of them or any part thereof and the employment of officers and servants and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

13. To authorise the appointment of Joint Committees of the contracting parties to carry into effect any agreements entered into under the provisions of the intended Act.

14. To enable the Company notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares stocks or debenture stock of the Company.

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

16. To authorise the Company to raise further capital for the purposes of the intended Act and any other Act of the same Session and also for the completion of the railways and other works.

already authorised and 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.

17. To incorporate with the intended Act and to extend to the Company and to the railways or subways proposed to be constructed under the intended Act of all or any of the provisions of (amongst others) the Company's Causes Consolidation Act 1845; the Companies Clauses Act 1863 and the Companies Clauses Act 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act 1845; the Railways Clauses Act 1863 and the Electric Lighting Acts 1882 to 1899 with such alteration and amendments as may be deemed expedient and to enable the Company to exercise the powers or any of the powers contained in those Acts.

18. To alter amend and extend and if need be repeal the provisions or some of the provisions of the several Acts of Parliament (local and personal) following (that is to say):—The Charing Cross Euston and Hampstead Railway Acts 1893 to 1900; the Act 7 and 8 Vict. cap. 18 and all other Acts relating to or affecting the Midland Railway Company; the Central London Railway Act 1891; and all other Acts relating to or affecting the Central London Railway Company; the Baker Street and Waterloo Railway Act 1893; and all other the Acts relating to or affecting the Baker Street and Waterloo Railway Company; the Act 9 and 10 Vict. cap. 283; and all other Acts relating to or affecting the London Brighton and South Coast Railway Company the Act 21 and 22 Vic. cap. 118 and all other Acts relating to or affecting the Victoria Station and Pimlico Railway Company and the South Eastern and London Chatham and Dover Railway Company's Act 1899 and all other Acts relating to or affecting these companies or the said Managing Committee.

19. And Notice is hereby given that on or before the 30th day of November instant duplicate plans and sections of the railways and works proposed to be authorised by the intended Act showing the lines and levels thereof and plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act 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 be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House Clerkenwell and with the Clerk of the Peace for the County of Middlesex at his office at the Guildhall Westminster 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 of the areas hereinafter mentioned 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 or acquired compulsorily under the powers of the intended Act was situate with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows (that is to say):—

In the case of the borough of St. Pancras with the Town Clerk of that borough at his office. In the case of the borough of Islington with the

Town Clerk of that borough at his office in the case of the City of Westminster with the Town Clerk of that city at his office and in the case of the urban district of Hornsey with the Clerk of the Council for the said district at his Office.

20. 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 15th day of November 1900.

George D. PERKS 9 Clements-lane London  
E.C. Solicitor for the Bill.

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

In Parliament.—Session 1901.

Wells Corporation Water.

(Purchase by Compulsion or Agreement of Undertaking of Wells Water Company Limited, and Winding-up and Dissolution of Company; Maintenance and Improvement of Existing Works; Construction of Additional Waterworks; Taking of Water; Extension of Limits; Supply of Water; Acquisition of Lands; Protection of Water; Surplus Lands; By-laws; Rates and Charges; Borrowing of Money; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Mayor, Aldermen, and Citizens of the city of Wells (hereinafter referred to as "the Corporation") for an Act for all or some of the following purposes and objects (that is to say):—

1. To empower the Corporation to purchase, by compulsion or agreement, the undertaking, rights, powers, and properties of the Wells Water Company, Limited (hereinafter called "the Company,") to provide for the transfer to and vesting in the Corporation of the said undertaking, rights, powers, and properties, to provide for the application of the purchase money, the payment of the debts of the Company, the redemption or extinction of all mortgages, debentures, and debenture stock of the Company, or to provide for the continuance of the same, charged upon the present security or some other security, the employment of or compensation to officers and servants of the Company, and the winding-up and dissolution of the Company, and to confirm and authorise the carrying into effect of any agreement between the Company and the Corporation entered into prior to the passing of the intended Act, for the sale and purchase of the undertaking, or otherwise in relation to the matters aforesaid.

2. To provide for the settlement by arbitration (in default of agreement) of the amount of purchase money or compensation for, and the terms and conditions of, the transfer to the Corporation of the Company's undertaking, rights, powers, and properties, and for the settlement of all other questions in relation to or connected with the transfer.

3. To empower the Corporation to carry on the undertaking, and to maintain, alter, improve, and enlarge the existing waterworks of the Company, or some of them, and to authorise the Corporation to supply water for public, domestic, trade, and other purposes within the City of Wells, and the parish of Saint Guthbert Out, or other the Company's limits of supply, and also in the parish of Wookey.

4. To confer upon the Corporation all or some of the powers contained in the Act and Order relating to the Company's undertaking, and to

exempt the Corporation from certain of the obligations imposed thereby:

5. To empower the Corporation to make and maintain the waterworks and other works hereinafter described, in the parish of Saint Cuthbert Out, in the County of Somerset, namely:—

Work No. 1. A storage reservoir (to be called "Holes Ash Reservoir") to be formed by a dam about 115 yards in length across the Holes Ash, or Rookham Coombe, or Clough, at a point 430 yards or thereabouts, measured in a north by westerly direction, from the junction of the road called Tying-lane, with the road leading from Wells to Priddy, the said reservoir extending from the said dam to a point in the Holes Ash, or Rookham Coombe, 160 yards or thereabouts, measured in a northerly direction from the said dam.

Work No. 2. An aqueduct; line of pipes, drain, or cut; commencing in Holes Ash, or Rookham Coombe, at a point 300 yards or thereabouts, measured in a north-westerly direction from the most northerly point of the said reservoir, and terminating in the said Clough, at a point 57 yards or thereabouts, measured in a southerly direction from the said dam.

Work No. 3. A conduit, or line of pipes, commencing in the Holes Ash Spring, and terminating in the Holes Ash Reservoir, at or near its northerly end.

Work No. 4. A conduit, or line of pipes, commencing in the Holes Ash Reservoir, at or near its southerly end, and terminating in the existing service reservoirs belonging to the Company at Cold Close Plantation:

6. To authorise the Corporation to deviate in the construction of the proposed works, both vertically and horizontally, to the extent shown on the deposited plans and sections; or to be defined in the intended Act.

7. To empower the Corporation to acquire by compulsion, for the purposes of the intended Act, lands and hereditaments and easements; and rights in or over any lands and hereditaments in the said parish of Saint Cuthbert Out.

8. To exempt the Corporation from the operation of the provisions of the Lands Clauses Consolidation Act, 1845, relating to superfluous lands, and to make other amendments in the Lands Clauses Acts; in their application to the intended Act.

9. To empower the Corporation to purchase by agreement, and to appropriate lands, buildings, and hereditaments, and easements and rights in, under and over lands, and to sell, lease, and dispose of lands, buildings, and hereditaments, and to erect dwellings for persons in their employ upon any land belonging to them.

10. To authorise the Corporation, on any lands belonging to them, to make, maintain, alter, renew, and repair wells, adits, tunnels, drifts, shafts, reservoirs, roads, railways, sidings, tanks, basins, gauges, meters, filters, filter beds, softening tanks, dams, sluices, hatch boxes, chambers, outfalls, discharge pipes, aqueducts, culverts, cuts, channels, conduits, mains, pipes, hydrants; stand pipes, junctions, valves, telegraphs, telephones, engines, pumps, machinery, apparatus, appliances, buildings, houses; chimney shafts, ventilating shafts, air valves, water towers, wash-outs, works, and conveniences.

11. To empower the Corporation to take, impound, divert, appropriate and use all such streams, springs and waters as can or may be taken, impounded, diverted, appropriated, or used by the Company, or as can or may be intercepted or taken by the existing or proposed works, or as may be found on, in or under any lands for the

time being belonging to the Corporation, or over, or in respect of which they have, for the time being, easements.

12. To authorise the Corporation to discharge water from their existing and proposed aqueducts, conduits; and other waterworks; into any available stream or watercourses.

13. To authorise the Corporation to lay down, maintain, alter and renew mains, pipes, culverts, discharge pipes, telephone or telegraph conductors, wires and posts, and other works; in, through, along, under; across, and over highways (whether dedicated to the public or not), streets, roads, streams, paths, and railways, and for those purposes to extend to such works all or any of the provisions of the Waterworks Clauses Acts, 1847 and 1863.

14. To make provision for securing the purity of the water obtained by the Corporation, for regulating the user of, and the construction of, necessary works on lands over which such water flows, and for inspection thereof, and the prevention of nuisances, and of the pollution and contamination of water, and to confer upon the Corporation for the purposes aforesaid the right to exercise, within and without their city, all or any of the powers of a local authority under the Public Health Acts, and the Rivers Pollution Prevention Act, 1876, and to empower the Corporation to make and enforce bye-laws with reference to the matters aforesaid.

15. To make provision in regard to the supply of water, and amongst other things with reference to the following matters:—

The prevention of waste; undue consumption and contamination of water, the entry of premises supplied with water, the execution of works in connection with the supply of water; the pressure at which water is to be supplied, and the exemption of necessity to supply in certain cases, separate communication pipe for each house supplied, the payment of water rates and charges by owners of small houses, trade supply, supply of houses partly used for trade, and large public institutions, power to provide and let on hire meters and fittings; connections with, disconnections from, and injury to, meters, service-pipes, mis-user of water, bye-laws and regulations; and the imposition and recovery of penalties, forfeitures and damages.

16. To empower the Corporation, and any local authority; company or person, within or beyond the limits of the intended Act, to enter into and fulfil contracts and agreements in relation to the supply of water by the Corporation in bulk or otherwise.

17. To authorise the Corporation to levy or impose rates, rents, and charges for the supply of water, and for the hire or use of meters, fittings, apparatus and things to alter existing rates; rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

18. To confer upon the Corporation, with reference to their water undertaking, all or some of the rights, powers, and privileges of a local authority under the Public Health Acts, and to empower them to exercise such rights, powers, and privileges within and without their city.

19. 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 intended Act, and to confer other rights and privileges.

20. To provide for the application of the revenue and profits arising from the water undertaking of the Corporation, and for meeting any deficiency in such revenue out of the district fund or such other fund or rate as may be

indicated in the intended Act, and to provide for the formation and application of a reserve fund in respect of the said undertaking.

21. To authorise the Corporation to borrow money for the purposes of the intended Act upon the security of their water undertaking or the revenue thereof, and upon the district fund and the general district rate, and any other rates, revenue, or property of the Corporation, or on any of such securities, and to empower the Corporation to grant and issue mortgages, stock, debentures, and debenture stock in respect thereof, and to empower the Corporation to grant annuities chargeable upon the undertaking, rates, revenue, and property aforesaid, and to provide for the transfer and redemption of such annuities.

22. To alter, amend, extend, enlarge, or repeal, or re-enact with or without amendment, all or some of the provisions of the Wells Water Order, 1872, confirmed by the Gas and Water Orders Confirmation Act, 1872, and any other Act or Order relating to the Company, or their undertaking, or to the City of Wells.

23. To incorporate with amendments all or some of the provisions of the Lands Clauses Acts, the Arbitration Act, 1889, the Public Health Acts, the Local Loans Act, 1875, the Waterworks Clauses Acts, 1845 and 1863, the Railways Clauses Consolidation Act, 1845, the Telegraph Acts, 1863 to 1899, and any Act or Acts varying or amending those Acts.

Plans and sections of the intended works, and plans of the lands intended to be taken for the purposes of the Act, together with books of reference to the plans, and copies 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 Somerset, at his office in Frome, and with the clerk to the Saint Cuthbert Out Parish Council, at his residence at Polsham.

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, 1900.

REGINALD LOWBRIDGE FOSTER, TOWN  
Clerk, Wells.

SHARPE, PARKER, PRITCHARDS, BARHAM  
& LAWFORD, 9, Bridge Street, West-  
minster, Parliamentary Agents.

In Parliament.—Session, 1901.  
Dover Gas.

(Change of Name of Company; Holding and Use of Land already in Possession of Company for the Construction and Maintenance of Further Gas Works for Manufacturing and Storage Purposes; Manufacture and Sale, &c., of Gas and Apparatus; Purchase of Additional Lands by Agreement; Power to Sell or Let Lands; Additional Capital; Increase of Present Borrowing Powers and Additional Borrowing Powers; Conversion of Capital and Provisions Consequent Thereon; Increase of Qualification of Directors; Altering Scale of Voting; Provisions as to Discontinuance of Supply of Gas, and Regulations of Meters and Fittings; Representation in Bankruptcy; Power to Manufacture and Deal in Stoves, Fittings, Machinery and Appliances; Exemption of Fittings and Apparatus from Liability to Distress; Provision as to Consumers' Pipes and Fittings; Laying of Pipes for Ancillary Purposes; Power to Hold and Use Patent Rights and Licenses; Requiring Certain Consumers to use Anti-Fluctuators;

Power to Refuse Supply to Persons in Debt; Purchase by Agreement, of Undertaking of Dover Electricity Supply Company, Limited, and Exercise by Company of Powers, Duties and Liabilities of that Company; Supply in Bulk; 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 Dover Gas Light Company (hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for the following, among other purposes (that is to say):—

To change the name of the Company.

To authorise the Company, in addition to the lands described in Part II. of the Schedule to the Dover Gas Order, 1885, and upon which their present gasworks are constructed, to hold and use the lands already acquired by them, next hereinafter described, and thereon to construct and maintain further gasworks, purifiers, mains, pipes, machinery, and other apparatus and works for the manufacture, storage, and supply of gas, coke, and other residual products obtained in the manufacture of gas, and to make and store gas and residual products thereon. The lands already acquired by the Company, and hereinbefore referred to, and to be held and used for the manufacture and storage of gas and residual products, are as follows:—

(1) A piece of land situate in the parish, town, and borough of Dover, in the county of Kent, containing 1,300 superficial yards or thereabouts, and bounded on the north-west by St. Radigund's-road, on the south-east by Primrose-road, on the south-west by land reputed to belong to John Baird, M.D., and on the north-east by the existing gasworks of the Company.

(2) A piece of land in the parish, town, and borough of Dover aforesaid, containing six acres two roods eight perches, or thereabouts, and bounded on the north-west by Union-road, on the south-east partly by Prospect-place and partly by land reputed to belong to the Guardians of the Poor of Dover Union, on the south-west by land reputed to belong partly to Robert Hesketh Jones and partly to the Corporation of Dover, and on the north-east partly by cottages called Delhi-cottages, partly by the rear of cottages which front to Edgar-road, and the remainder partly by Edgar-road, Prospect-place, and land reputed to belong to Robert Hesketh Jones.

To enable the Company to purchase additional lands by agreement, and to hold and use the same for the general purposes of their undertaking, and from time to time to sell, let, or otherwise dispose of lands, houses, or other property belonging to the Company, and which may not be required for the purposes of their undertaking.

To convert or to provide for the conversion of the existing share capital of the Company into one or more class or classes of shares or stock having or bearing an uniform rate of dividend of five pounds per cent. per annum on the nominal amount of such converted capital stock, or such other rate of dividend as may be defined by the Bill or prescribed by Parliament, and to provide for the division among, and the vesting in, the holders of the existing share capital of the Company of such converted capital stock, and to secure to such holders the right to the same amount of dividend in every year as that to which they would be entitled in case no such conversion had taken place, or such other dividends as may be defined by the Bill or prescribed by Parliament.

To provide for the calling in, surrender, and cancellation of the certificates issued for the existing share capital, and for the issue, in lieu thereof of new certificates for equivalent amounts of the converted capital stock.

To authorise the Company for the purposes of or relating to the conversion of the existing share capital as aforesaid to increase the nominal amount of their existing capital, and to make consequential alterations as to the qualification of directors and scale of voting, and, so far as may be necessary, to amend the Dovor Gas Works Act, 1860.

To enable or require trustees, executors, administrators, guardians, or other persons under disability to accept any such converted capital stock as above mentioned in substitution for the existing share capital held by them.

To make provision with respect to the transfer and transmission of capital stock of the Company, formed or to be formed by the consolidation of shares into stock and the transfer and transmission of all or any capital stock to be converted or created under the powers of the Bill.

To make provision with reference to notice of discontinuance of a supply of gas, and for securing the payment and recovery of gas rates, rents, and other charges made by the Company, and for the prepayment thereof in certain cases, and for the measurement of gas, and the registration and testing of meters, and for the representation of the Company in bankruptcy and other proceedings.

To authorise the Company to manufacture, provide, sell, let on hire and otherwise deal in gas meters, prepayment meters, stoves, fittings, gas engines, dynamos, motors, ranges, pipes, and conveniences (hereinafter collectively referred to as "conveniences") for lighting, heating, motive power, and all other purposes whatsoever, and to supply or work the same with or by means of gas, and to sell, fit up, or let the same, and to charge and receive rents, charges, and remunerations for the sale and supply of gas and other services rendered with respect to such conveniences, whether for gas or for any other purpose, for lighting or heating, cooking or motive power, and to enact that the exemption conferred by Section 14 of the Gas Works Clauses Act, 1847, in respect to meters shall be deemed to apply to such conveniences, and to confer, vary, and extinguish exemptions from the payment of such rates, charges, and remunerations.

To make provision in regard to the size and material of the pipes and fittings to be laid by consumers, and the laying down and using of pipes for the disposal of oil or other materials used in or resulting from the manufacture of gas or the residual products thereof, or for any purpose connected with or ancillary to the Company's business.

To authorise the Company to acquire, hold, use and exercise patent rights and licences for, or in relation to, the manufacture, conversion, utilisation, storage and supply of gas, coke, tar, pitch and other residual products obtained in the manufacture of gas, and matters producible therefrom.

To authorise the Company to make regulations or other provisions rendering it obligatory on consumers of gas for gas engines to provide anti-fluctuators or other like machines for controlling and causing the regularity of the use of gas for such engines.

To enable the Company to refuse to supply persons in debt to the Company in respect of other premises.

To confer upon the Company the same

powers of laying down and maintaining mains, pipes, and apparatus in streets not dedicated to the public as they from time to time possess in respect of public streets and roads.

To authorise the Company to purchase by agreement the undertaking, rights, powers, and properties of the Dover Electricity Supply Company, Limited (hereinafter called the "Electric Company"), upon such terms and conditions as may be agreed upon between the Company and the Electric Company, and to provide for the exercise by the Company of the powers, duties, and liabilities of the Electric Company in conjunction with the exercise of their ordinary powers as a gas company, in such manner as the directors may think expedient for the efficient and economical administration of the combined undertakings, and to empower the Company to apply to such purposes any capital which they may be authorised to raise under the Bill.

To empower the Company for the several purposes of their undertaking, and for any other purposes to be authorised by the Bill, to raise further capital, and to create and issue new shares or stock and debenture stock, and to borrow further money, and to attach to such new shares or stock such guarantees, priorities, rights, privileges, exemptions, or advantages as may be found desirable, or as the Bill may authorise, and to apply to all or any of the purposes of the Bill any capital funds or moneys belonging to the Company.

To authorise the Company to supply gas in bulk or otherwise to any local authority, corporation, or person either within or beyond their limits.

To confer upon the Company all powers, rights, authorities, and privileges which are, or may become, necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with the powers of the Bill, and to confer other rights and privileges, and to enact by the Bill all such provisions as may be incidental or necessary for giving full effect to the objects thereof.

To incorporate with the Bill, or to re-enact with such variation, modifications, and exceptions as may be expedient, or to amend or repeal, so far as may be necessary, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Electric Lighting Acts, 1882 to 1899, the Lands Clauses Acts, the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871.

To amend or repeal so far as may be necessary or expedient for giving due effect to the several purposes and objects aforesaid, or some of them, or other the purposes of the Bill, the provisions, or some of the provisions of the several local and personal Acts of Parliament following (that is to say):—The Dovor Gas Works Act, 1860; the Dovor Gas (Amendment) Act, 1864; the Dovor Gas Order, 1885; and all other Acts and Orders relating to or affecting the Company or their undertaking.

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 13th day of November, 1900.

FIELDING and SON, Dover, Solicitors.

R. W. COOPER and SONS, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.



In Parliament.—Session 1901.

Lowestoft Corporation.

(Construction of Tramways; Gauge; Motive Power; Power for Corporation to work Tramways; Tolls, Rates, and Charges; Agreements with Light Railway Company; Amendment of Tramways Act; Street Improvements; Special Provisions for determining Compensation for Land taken; Extension of Electric Lighting Powers; Further Provisions as to Lamp Lands, the Denes, Open Spaces, and Seashore; Extension of Maritime Boundary; Streets, Buildings, Sewers, and Drains; Sanitary Provisions; Common Lodging Houses; Advertisements; Police; Hackney Carriages; Closing of Markets; Game Licenses; Rifle Ranges; Levying and Collection of Rates; Gratuities; Borrowing of Money; Loans to School Board; Repeal, Amendment, and Incorporation of Acts, and other matters.)

**N**OTICE 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 Lowestoft (hereinafter referred to as "the Corporation" and "the Borough" respectively), for an Act for all or some of the following objects and purposes (that is to say):—

Tramways.

1. To empower the Corporation to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings and passing-places, stables, carriage-houses, buildings, works and conveniences connected therewith respectively. In the description of the tramways and street improvements contained in this Notice where any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid the distance (unless otherwise stated) is to be taken as measured along the centre of the street from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite to a street is to be taken as opposite to the centre of the street.

2. The tramways proposed to be authorised will be situate in the parishes of Kirkley and Lowestoft, in the borough of Lowestoft, and in the parish of Pakefield, all in the county of East Suffolk, and are as follows:—

Tramway No. 1.—Commencing in the main road leading from Lowestoft to the village of Kessingland, in the parish of Pakefield, 2·5 chains south-west of Pakefield-street, passing along the said road and into or through the parishes of Kirkley and Lowestoft by way of Pakefield-street, Pakefield-road, Kirkley Cliff-road, Wellington-esplanade, Victoria-road, and Marine-parade, and terminating in the centre of the road leading from Marine-parade to the swing bridge across the entrance to the inner harbour, opposite to the easternmost corner of the Harbour Hotel.

Tramway No. 1A.—Commencing partly in the parish of Pakefield and partly in the parish of Kirkley, on the boundary between the said parishes, by a junction with Tramway No. 1 in Pakefield-street, 3·0 chains north-east of London-road South, passing thence into London-road South, and terminating therein in the parish of Kirkley, 2·9 chains north of Pakefield-street.

Tramway No. 1B.—In the parish of Kirkley, commencing by a junction with Tramway

No. 1 in Kirkley Cliff-road 0·65 chain north of Kensington-road, passing thence into Kensington-road and terminating therein 0·6 chain west of Kirkley Cliff-road.

Tramway No. 2.—In the parish of Lowestoft, commencing by a junction with Tramway No. 1 at its termination, passing thence across the swing bridge over the entrance to the inner harbour, along London-road and High-street into Yarmouth-road, and terminating in the last-named road at the boundary of the parish of Lowestoft.

Tramway No. 3.—In the parish of Lowestoft, commencing by a junction with Tramway No. 2 in Yarmouth-road 0·1 chain south-east of Royal-avenue, passing thence along Corton-road and terminating therein at the boundary of the parish of Lowestoft.

Tramway No. 3A.—In the parish of Lowestoft, commencing in Corton-road by a junction with Tramway No. 3 1·4 chains north of Yarmouth-road, passing thence into Yarmouth-road and terminating therein by a junction with Tramway No. 2 1·75 chains north-west of Royal-avenue.

Tramway No. 4.—Commencing in the parish of Pakefield by a junction with Tramway No. 1 in the road leading from Lowestoft to the village of Kessingland 1·1 chains south-west of Pakefield-street, passing thence along the said road and into or through the parishes of Kirkley and Lowestoft by way of London-road South, and terminating in the parish of Lowestoft by a junction with Tramway No. 2 in the southern approach road to the swing bridge across the entrance to the inner harbour 0·7 chain south of the imaginary centre line of the said entrance at the point where it is crossed by the bridge.

Tramway No. 4A.—In the parish of Kirkley, commencing by a junction with Tramway No. 4 0·55 chain south of Kensington-road, passing thence into Kensington-road and terminating therein 0·9 chain east of London-road South.

Tramway No. 4B.—In the parish of Lowestoft, commencing by a junction with Tramway No. 4 in London-road South 2·2 chains north of Belvedere-road, passing thence into the road leading from Marine-parade to the swing bridge across the entrance to the inner harbour, and terminating by a junction with Tramway No. 2 0·5 chain north of the east-rimmost corner of the Harbour Hotel.

Tramway No. 5.—In the parish of Kirkley, commencing by a junction with Tramway No. 1 in Pakefield-road 0·55 chain south of Kensington-road, passing thence along Kensington-road into London-road South and terminating in the last-named road 0·95 chain north of Kensington-road.

Tramway No. 6.—In the parish of Kirkley, commencing in Pakefield-road by a junction with Tramways Nos. 1 and 5 at the commencement of the latter tramway, passing along Pakefield-road in a north-westerly direction into London-road South and terminating in the last-named road by a junction with Tramway No. 4 0·5 chain north of Pakefield-road.

Tramway No. 7.—In the parish of Lowestoft, commencing by a junction with Tramway No. 2 in London-road 0·7 chain north of Commercial-road, passing thence along Waveney-road, Battery Green-road, Whapload-road, and the Ravine into Yarmouth-road, and terminating in the last-named road

by a junction with Tramway No. 2 0·2 chain south of Royal-avenue.

Tramway No. 7A.—In the parish of Lowestoft, commencing by a junction with Tramway No. 7 in Waveney-road 1 chain east of London-road, passing thence into London-road and terminating therein by a junction with Tramway No. 2 1·15 chains north of Waveney-road.

Tramway No. 7B.—In the parish of Lowestoft, commencing by a junction with Tramway No. 7 in the Ravine 1·35 chains east of Yarmouth-road, passing thence into Yarmouth-road and terminating therein by a junction with Tramway No. 2 2·0 chains south-east of Royal-avenue.

Tramway No. 8.—In the parish of Lowestoft, commencing by a junction with Tramway No. 2 in London-road 0·8 chain south of Denmark-road, passing thence along Denmark-road, Bevan-street, Raglan-street, Beccles-road, St. Peter's-street, Crown-street, St. Margaret's Plain, Albert-street, and Park-road into Yarmouth-road, and terminating in the last-named road by a

junction with Tramway No. 2 0·65 chain north-west of Park-road.

Tramway No. 8A.—In the parish of Lowestoft, commencing by a junction with Tramway No. 8 in Bevan-street 0·7 chain north-west of London-road, passing thence into London-road and terminating therein by a junction with Tramway No. 2 0·7 chain north of Denmark-road.

Tramway No. 9.—In the parish of Lowestoft, commencing by a junction with Tramway No. 8 at the commencement of Tramway No. 8A, passing thence along Denmark-road, Rotterdam-road and Beccles-road into St. Peter's-street, and terminating in the said street by a junction with Tramway No. 8 0·6 chain east of Raglan-street.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides hereinafter mentioned of the streets or roads and the nearest rail of the tramway:—

Number of tramway.	Street or Road.	Side or sides of street or road.	Narrow places.
1	Pakefield-street .. ..	Both ..	Between points respectively 2·6 chains and 4 chains east of London-road South.
1	Pakefield-street .. ..	Both ..	Between points respectively 6·8 chains and 1·3 chains west of Church-road.
1	Pakefield-street .. ..	Both ..	Between points respectively 1·4 chains and 8·8 chains east of Church-road.
1	Pakefield-street and Pakefield-road	Both ..	Between a point in Pakefield-street 3·6 chains east of Beach-street and a point in Pakefield-road 5·7 chains south of Kendal-road.
1	Pakefield-road .. ..	Both ..	Between points respectively 1·6 chains and 0·2 chain south of Kensington-road.
1	Kirkley Cliff-road .. ..	East ..	Between points respectively 0·4 chain and 1·8 chains north of Kensington-road.
1	Kirkley Cliff-road .. ..	West ..	Between points respectively 0·65 chain and 1·8 chains north of Kensington-road.
1	Kirkley Cliff-road .. ..	Both ..	Between points respectively 3·8 chains and 6·7 chains north of Rectory-road.
1	Kirkley Cliff-road .. ..	Both ..	Between points respectively 3·8 chains and 0·9 chain south of Claremont-road.
2	Southern approach road to bridge over entrance to inner harbour, swing bridge and northern approach road to said bridge	East ..	Between points respectively 1·3 chains south and 2·0 chains north of the imaginary centre line of the entrance to inner harbour where it is crossed by the bridge.
2	Southern approach road to bridge over entrance to inner harbour, swing bridge and northern approach road to said bridge	West ..	Between points respectively 1·1 chains south and 1·7 chains north of the imaginary centre line of the entrance to inner harbour where it is crossed by the bridge.
2	London-road .. ..	Both ..	Between points respectively 0·2 chain and 6·6 chains north of Commercial-road.
2	London-road .. ..	Both ..	Between points respectively 5·9 chains and 8·8 chains north of Surrey-street.
2	London-road .. ..	West ..	Between a point 0·5 chain south of Regent-road and a point 0·5 chain south of St. Peter's-street.
2	London-road .. ..	East ..	Between a point 0·5 chain south of Regent-road and a point 3·8 chains north of Mill-road.
2	London-road and High-street	East ..	Between a point in London-road 3·4 chains south of St. Peter's-street and a point in High-street 1·4 chains north of Compass-street.

Number of Tramway.	Street or Road.	Side or sides of street or road.	Narrow places.
2	High-street .. ..	West ..	Between a point 1.0 chain north of St Peter's-street, and a point 2.0 chains north of Old Market-street.
2	High-street .. ..	West ..	Between a point 0.4 chain north of Duke's Head-street and a point 1.4 chains north of Compass-street.
2	High-street .. ..	Both ..	Between points respectively 4.5 chains and 0.1 chain south of the Hempland.
2	Yarmouth-road .. ..	West ..	Between points respectively 3.4 chains and 0.6 chain south-east of Park-road.
2	Yarmouth-road .. ..	East ..	Between a point 3.4 chains south-east of Park-road and a point 1.4 chains south-east of Royal-avenue.
2	Yarmouth-road .. ..	West ..	Between points respectively 3.7 chains and 0.7 chain south-east of Royal-avenue.
2	Yarmouth-road ... ..	Both ..	Between a point 6.7 chains north-west of Royal-avenue and a point 4.0 chains south-east of its point of termination.
3	Corton-road .. ..	Both ..	Between a point 6.2 chains north of Yarmouth-road and its point of termination.
4	London-road South .. ..	Both ..	Between points respectively 2.4 chains and 3.9 chains north of Pakefield-street.
4	London-road South .. ..	Both ..	Between points respectively 6.3 chains and 1.6 chains south of Church-road.
4	London-road South ... ..	Both ..	Between points respectively 0.2 chain and 3.1 chains north of Church-road.
4	London-road South .. ..	Both ..	Between points respectively 1.5 chains south and 1.9 chains north of Kensington-road.
4	London-road South .. ..	Both ..	Between points respectively 0.6 chain and 1.6 chains north of Pakefield-road.
4	London-road South .. ..	Both ..	Between points respectively 0.8 chain and 3.7 chains north of Rectory-road.
4	London-road South .. ..	Both ..	Between points respectively 1.0 chain and 5.5 chains north of Cliff-road.
4	London-road South .. ..	Both ..	Between points respectively 1.9 chains and 4.8 chains north of Claremont-road.
4	London-road South .. ..	Both ..	Between points respectively 6.8 chains south and 5.4 chains north of Mill-road.
4	London-road South .. ..	Both ..	Between points respectively 0.7 chain and 1.2 chains north of Parade-road North.
4A	London-road South and Kensington-road	South-east	Between its point of commencement and a point in Kensington-road 0.5 chain east of London-road South.
5	Pakefield-road and Kensington-road	South-west	Between its point of commencement and a point in Kensington road 0.6 chain west of Kirkley Cliff-road.
5	Kensington-road and London-road South	North-east	Between a point 0.9 chain east of London-road South and its point of termination.
6	Pakefield-road .. ..	West ..	Between its point of commencement and a point 0.2 chain south of Kensington-road.
6	Pakefield-road .. ..	West ..	Between points respectively 0.5 chain and 1.5 chains north of Kensington-road.
6	Pakefield-road .. ..	East ..	Between points respectively 0.6 chain and 1.5 chains north of Kensington-road.
6	Pakefield-road .. ..	West ..	Between points respectively 2.0 chains and 0.8 chain south of London-road South.
6	Pakefield-road and London-road South	East ..	Between a point in Pakefield-road 2.0 chains south of London-road South and its point of termination.
7	London-road and Waveney-road	South-east	Between its point of commencement and a point in Waveney-road 2.4 chains east of London-road.
7	Waveney-road .. ..	North ..	Between points respectively 0.7 chain and 2.4 chains east of London-road.
7	Waveney-road .. ..	Both ..	Between points respectively 5.3 chains and 7 chains east of London-road.
7	Battery Green-road .. ..	Both ..	Between points respectively 1 furlong 4.6 chains and 1 furlong 1.7 chains south of Old Nelson-street.

Number of Tramway.	Street or Road.	Side or sides of street or road.	Narrow places.
7	Battery Green-road ..	Both ..	Between points respectively 4.1 chains and 2.2 chains south of Old Nelson-street.
7	Whapload-road .. ..	Both ..	Between points respectively 0.1 chain south and 2.8 chains north of Spurgeon's Score.
7	Whapload-road .. ..	Both ..	Between points respectively 0.2 chain and 2.3 chains north of Rant Score.
7	The Ravine .. ..	South ..	Between points respectively 5.0 chains and 7.9 chains west of Whapload-road.
7	The Ravine .. ..	North ..	Between points respectively 6.4 chains and 7.9 chains west of Whapload-road.
7	The Ravine .. ..	Both ..	Between points respectively 6.6 chains and 0.6 chain east of Yarmouth-road.
7A	Waveney-road and London-road	North-east	Between its point of commencement and its point of termination.
7B	The Ravine and Yarmouth-road	South-east	Between its point of commencement and its point of termination.
8	London-road and Denmark-road	South-west	Between its point of commencement and a point in Denmark-road 0.4 chain west of London-road.
8	Bevan-street .. ..	North ..	Between points respectively 0.4 chain and 2.9 chains west of London-road.
8	Bevan-street .. ..	South ..	Between points respectively 1.4 chains and 2.9 chains west of London-road.
8	Bevan-street .. ..	Both ..	Between points respectively 1.5 chains and 0.3 chain east of Clapham-road.
8	Bevan-street .. ..	South ..	Between points respectively 0.8 chain and 3.3 chains west of Clapham-road.
8	Bevan-street and Raglan-street	North and east sides thereof respectively	Between a point in Bevan-street 0.7 chain west of Clapham-road and a point in Raglan-street 0.2 chain south of Till-road.
8	Raglan-street .. ..	West ..	Between points respectively 5.0 chains south and 3.7 chains north of Stanley-street.
8	Raglan-street .. ..	West ..	Between a point 0.3 chain north of Love-road and a point 0.3 chain south of Beccles-road.
8	Raglan-street, Beccles-road, and St. Peter's-street	East and south sides	Between a point 0.3 chain north of Love-road and a point in St. Peter's-street 0.7 chain east of Raglan-street.
8	Beccles-road and St. Peter's-street	North ..	Between points respectively 0.3 chain and 2 chains east of Raglan-street.
8	Beccles-road and St. Peter's-street	South ..	Between points respectively 0.6 chain west and 0.1 chain east of Boston-road.
8	Crown-street .. ..	Both ..	Between points respectively 0.3 chain and 5.4 chains east of Boston-road.
8	St. Margaret's Plain and Albert-street	Both ..	Between a point in St. Margaret's Plain 2.0 chains west of Albert-street, and a point in Albert-street 1.4 chains north of Melbourne-road.
8	Park-road .. ..	West ..	Between points respectively 1.3 chains and 0.2 chain south of Yarmouth-road.
8	Park-road .. ..	East ..	Between points respectively 1.3 chains and 0.6 chains south of Yarmouth-road.
8A	Bevan-street and London-road	North-west	Between its point of commencement and its point of termination.
9	Denmark-road .. ..	Both ..	Between points respectively 1.5 chains and 2.5 chains west of London-road.
9	Denmark-road .. ..	Both ..	Between points respectively 7.7 chains and 0.3 chain east of Flensburgh-street.
9	Denmark-road .. ..	Both ..	Between points respectively 1.3 chains and 4.2 chains west of Flensburgh-street.
9	Denmark-road .. ..	Both ..	Between points respectively 5.9 chains and 3.0 chains east of Clemence-street.
9	Denmark-road .. ..	Both ..	Between points respectively 8.5 chains and 1 furlong 1.7 chains west of Clemence-street.
9	Rotterdam-road .. ..	Both ..	Between points respectively 1 furlong and 6.5 chains south-west of Love-lane.

Number of Tramway.	Street or Road.	Side or sides of street or road.	Narrow places.
9	Beccles-road .. ..	Both ..	Between points respectively 0·3 chain and 3·2 chains east of Water-lane.
9	Beccles-road .. ..	South ..	Between points respectively 1·9 chains and 0·3 chain west of Raglan-street.
9	Beccles-road .. ..	North ..	Between a point 1·9 chains west of Raglan-street and its point of termination.

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

4. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient; to take up and remove from time to time any of the tramways or any part, and to relay the same in such part of the road as the Corporation think fit; to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines, and from time to time when, by reason of the execution of any work in or the alteration of any road in which any tramway should be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway, and to make and lay down in the same or any adjacent road a substituted tramway or substituted tramways.

5. To provide that so much of Section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages, shall not apply to carriages used on the said intended tramways.

6. To empower the Corporation and their lessees to work the tramways by animal power, and by electricity, mechanical or other motive power, and partly by one such power and partly by another such power.

7. To empower the Corporation to supply electrical energy for working the tramways from any generating station or stations constructed by them under powers conferred or to be conferred upon them.

8. To empower the Corporation to lay down, construct, erect and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, supports, brackets, fittings, transformers, cables, ropes, and apparatus as may be necessary or convenient for the working of the tramways or for providing access to, or in connection with, any engines, machinery, or apparatus; to provide for the making and enforcement of bye-laws by the Board of Trade and the Corporation in regard to the working of tramways.

9. To empower the Corporation to work the proposed tramways, and to place and run carriages thereon, and to demand and take tolls, rates, and charges in respect of the use of such carriages.

10. To authorise the Corporation and their lessees, or other the person or persons working the said intended tramways, to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to

confer exemptions from tolls, rates, and charges.

11. To enable the Corporation and the National Electric Traction Company, Limited, or the East Anglian Light Railways Company to enter into and carry into effect agreements in regard to the leasing, construction, maintenance, and working of the tramways and undertaking proposed to be authorised, and of the street improvements hereinafter mentioned or otherwise with reference to such tramways and undertaking, and with reference to the purchase, construction maintenance, and use of the light railways of the said companies, or either of them, and to confirm any agreements entered into prior to the passing of the intended Act.

12. To provide that Section 43 of the Tramways Act, 1870, shall not apply to so much of the tramways as shall be constructed in the parish of Pakefield, and in other respects to amend the provisions of that Act in their application to the undertaking.

13. To make such other provisions in regard to the proposed tramways as may be deemed expedient, including the making and enforcing of bye-laws and regulations, the carriage of mails, arbitration, the signing and service of notices and orders, the acquisition of patent rights and licenses, the application of revenue, the formation and application of reserve and other funds, and the making up of any deficiency in the revenue.

#### Street Improvements.

14. To empower the Corporation to make and maintain the following street widenings within the said parishes of Lowestoft and Kirkley in the borough, together with all necessary and proper works, improvements, junctions, connections, approaches, and conveniences connected therewith or incidental thereto, namely:—

No. 1.—A widening in the parish of Kirkley of London-road South and Pakefield-street, on the south-eastern and northern sides thereof, commencing in London-road South 3 chains north-east of Pakefield-street and terminating in Pakefield-street 6·8 chains west of Church-road.

No. 2.—A widening in the parish of Kirkley of Marine-parade, on the east side thereof between points respectively 0·2 chain and 1·6 chains north of Parade-road South.

No. 3.—A widening in the parish of Lowestoft of High-street, on the west side thereof between points respectively 0·1 chain and 2·0 chains north of Old Market-street.

No. 4.—A widening in the parish of Lowestoft of High-street and Yarmouth-road, on the west sides thereof, commencing in High-street at the Hempland, and terminating in Yarmouth-road 2·7 chains south-east of Park-road.

No. 5.—A widening in the parish of Kirkley, on the north side of Kensington-road and the east side of London-road South, by

- rounding off the corner between the said roads, commencing in Kensington-road 0·7 chain east of London-road South and terminating in London-road South 0·9 chain north of Kensington-road.
- No. 6.—A widening in the parish of Kirkley of London-road South, on the west side thereof, between Lorne Park-road and Windsor-road.
- No. 7.—A widening in the parish of Lowestoft of Whapload-road, on the west side thereof, between Cumberland-place and a point 0·75 chain north of Wilde's Score.
- No. 8.—A widening in the parish of Lowestoft of Whapload-road, on the east side thereof, commencing 0·2 chain south of Mariner's Score, and terminating 0·5 chain south of the Ravine.
- No. 8A.—A widening in the parish of Lowestoft on the west side of Whapload-road and the south side of the Ravine, by rounding off the corner between the said roads, commencing in Whapload-road 0·5 chain south of the Ravine and terminating in the Ravine 0·9 chain west of Whapload-road.
- No. 9.—A widening in the parish of Lowestoft of the Ravine, on the north side thereof, between Whapload-road and a point 5·4 chains west of Whapload-road.
- No. 10.—A widening in the parish of Lowestoft of the Ravine, on the south side thereof, commencing 6·4 chains west of Whapload-road and terminating at Yarmouth-road.
- No. 11.—A widening in the parish of Lowestoft, of Bevan-street, on the north-east side thereof, between Clapham-road and Raglan-street.
- No. 12.—A widening in the parish of Lowestoft, on the east side of Raglan-street and the south sides of Beccles-road and St. Peter's-street, by rounding off the corner between the said roads, commencing in Raglan-street 0·5 chain south of Beccles-road and terminating in St. Peter's-street and Beccles-road 0·45 chain east of Raglan-street.
- No. 13.—A widening in the parish of Lowestoft, of St. Margaret's Plain, opposite "The First and Last" public-house, commencing at a point 0·4 chain west and terminating at a point 0·8 chain north of the north-west corner of the said public-house.
- No. 14.—A widening in the parish of Lowestoft, on the north side of St. Margaret's Plain and the west side of Albert-street, by rounding off the corner of the said roads, commencing in St. Margaret's-plain 0·5 chain west of Albert-street and terminating in Albert-street 0·4 chain north of Mariners'-street.
- No. 15.—A widening in the parish of Lowestoft of Denmark-road and Rotterdam-road, on the north and east sides thereof respectively, commencing in Denmark-road, 1 furlong 1·7 chains west of Clemence-street, and terminating in Rotterdam-road at the road leading to Pope's Farm 1 furlong 3·2 chains south-west of Love-lane.
- No. 16.—A widening in the parish of Lowestoft of Rotterdam-road and Beccles-road, on the east and south sides thereof respectively, commencing in Rotterdam-road 6·5 chains south-west of Love-lane and terminating in Beccles-road 1 chain west of Water-lane.
- No. 17.—A widening in the parish of Lowestoft of Beccles-road on the south side thereof between a point 1·8 chains east of Beresford-road and a point 0·7 chain east of Burton-road.
15. To empower the Corporation to deviate laterally and vertically from the lines and levels of the intended street works shown on the deposited plans hereinafter mentioned, to the extent to be shown on the said plans, or to be defined in the intended Act.
16. To authorise the Corporation to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently) and interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, and apparatus within the parishes, borough, and county aforesaid, for the purposes of constructing and maintaining the proposed works or any of them, or otherwise for the purposes of the intended Act.
17. To empower the Corporation, for the purposes of the proposed works, for the purpose of providing frontage to the streets and roads intended to be widened, for the construction of car-sheds, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the parishes, borough and county aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands, houses, and buildings. The lands proposed to be acquired for car-sheds and other purposes of the said tramway undertaking will be situate at or near to the junction of Yarmouth-road with Corton-road. The lands proposed to be acquired as aforesaid include a part of the lands known as the Denes, in the borough and parish of Lowestoft, and the quantity thereof proposed to be taken is 1 rood 30 poles.
18. To exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, and the provisions of that Act relating to superfluous lands, and to make other amendments in the Lands Clauses Acts in their application to the intended Act.
19. To make special provision with regard to the amount of compensation to be paid in respect of the lands to be acquired under the intended Act, and to provide that in determining the amount of such compensation regard shall be had to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the street improvements and other works proposed to be authorised, and the exercise of the other provisions of the intended Act, and to other circumstances to be mentioned or referred to in such Act.
20. To authorise the Corporation to appropriate for building purposes, portions of any lands already acquired, or to be acquired by them, under the powers of the intended Act, and to sell or exchange, or otherwise dispose of, and grant leases of, all or any lands, buildings, or hereditaments for the time being belonging to them, and to extend the powers of the Corporation with respect to the holding, retaining, or disposing of lands.
- Electric Lighting.
21. To empower the Corporation to provide, sell, let for hire, fix, and repair and remove electric lines, fittings, apparatus, and things for lighting and motive power, and for all other purposes for which electric energy can be used, and take such remuneration and make such terms as they may think fit in respect of the same, and to authorise the Corporation to make and enforce bye-laws with reference to lines, fittings, and apparatus used in premises supplied with electricity.
22. To authorise the Corporation to supply



electricity for any purpose within and beyond the borough, and to alter the date to which the electric lighting accounts of the Corporation are to be made up, to alter or amend the provisions of the Lowestoft Electric Lighting Order, 1898, and in other respects to make further and better provision in regard to the electric lighting undertaking of the Corporation.

#### Lamp Lands.

23. To confer additional powers upon the Corporation in regard to the sale, leasing, and disposition of the Lamp Lands and to make further provision in regard to such lands and in regard to the proceeds of the sale thereof, the keeping of accounts and the application of revenue, and to alter and amend or repeal and re-enact with amendments all or some of the enactments relating to those lands.

#### Open Spaces.

24. To make further provision in regard to the use and the regulation of the Denes in the borough, and (amongst other things) to empower the Corporation to prescribe parts thereof to be used for the drying of nets, storage of barrels, for encampments, for drilling, for games, sports and other amusements, and to prohibit the use of other parts for the foregoing and other purposes, and to authorise the Corporation to grant leases of parts thereof.

25. To make provision for the use and regulation of the Sparrow's Nest Park, Belle Vue Park, and Battery Green, and any other recreation ground or open space provided by or under the control of the Corporation.

26. To make further and better provision in regard to parks, recreation grounds, and open spaces; to empower the Corporation to erect, furnish and equip, maintain and remove conservatories, pavilions, refreshment rooms, shelters, and other conveniences in any such places, or in any other lands for the time being belonging to the Corporation; to authorise the letting of the same and charges for the use thereof and admission thereto; to provide apparatus for games, and to make charges for the use thereof respectively; to authorise the Corporation to pay or contribute to the expense of a band of music and other musical performances; to enclose area for such performances, and charge for admission thereto; to empower the Corporation to place seats and chairs in parks, recreation grounds, streets, and open spaces; to empower the Corporation to charge for the use of chairs; to appoint officers and to make bye-laws and regulations in regard to the matters aforesaid, and to provide for the application of any revenue derived in respect of the matters aforesaid.

#### Seashore.

27. To extend and define the maritime boundary of the borough and the parishes of Lowestoft and Kirkley.

28. To confer further powers upon the Corporation with respect to the seashore, and to make provision in regard to the regulation and use of the seashore and beach, bathing and bathing-machines, the licensing of pleasure boats, boatmen, and bathing-machine proprietors and the protection of bathers, and to provide that the seashore shall be deemed a public place and a street for certain purposes.

#### Streets, Buildings, Sewers, and Drains.

29. To make further and better provision in regard to streets, buildings, sewers, and drains within the borough, and particularly in the following respects: The retention of plans;

power to vary the position or direction of new streets; new streets to be formed, sewered, and kerbed before being built upon; power to define future line of streets; amendment of the general law in regard to sewers and drains and provision for combined drainage; power to provide separate sewers for surface water and sewage; the testing of sewers and drains; the filling up of cesspools; entry of houses and premises; water and stack pipes not to be used as ventilating shafts; the regulation of temporary and moveable buildings; elevation of buildings erected on front land to be subject to the approval of the Corporation; trees and shrubs overhanging streets; power to require water-closets in new buildings and the conversion of existing closet accommodation into water-closets, and provisions for the payment and recovery of the expenses thereof; for regulating the construction and repair of water-closets and drains; for requiring the owners of houses to provide proper water supply; the provision and use of separate sewers for sewage and surface water respectively; entry of houses; filling up of cesspool; testing of sewers and drains.

30. To make further provision in regard to the sewerage, levelling, paving, metalling, channelling, making good, and lighting of private streets and to enable the Corporation in apportioning the expenses thereof to have regard to other circumstances than the extent of frontage.

31. To authorise the Corporation to construct public water-closets, urinals, and lavatories in and under streets within the borough, and to make regulations in regard to the use thereof and charges therefor.

#### Sanitary Provisions.

32. To make further provision with respect to the prevention of infectious and other diseases and for the improvement of the health of the borough and particularly in regard to the following matters:—The furnishing of certain particulars by cow-keepers and dairymen, and by persons engaged in washing and mangling clothes, both within and beyond the borough; notification of infectious diseases by dairymen and others; the return of books exposed to infection to lending libraries; the admission to, and discharge from, hospitals; the entrance into hospitals and hospital grounds; principals of schools to furnish list of pupils in cases of infection (including measles and whooping-cough); infected persons not to carry on business and infected children not to attend school; provisions as to nurses; disinfection of clothing and other articles; payment of expenses of persons in hospitals; the regulation of the manufacture and sale of ice-creams and other commodities.

33. To empower the medical officer of health, or other authorised person, to enter dairies and cowsheds within the borough, or beyond the borough, if milk produced therein or supplied therefrom is believed to be sent to the borough, and to examine the cows, and to require the owners or occupiers of such dairies and cowsheds to render all reasonable assistance, and to prohibit the selling of milk of cows affected with tuberculosis or any disease which might render the use of such milk dangerous or injurious to health, and to provide for the giving of notice to the Corporation in cases of tuberculosis or other disease as aforesaid.

#### Common Lodging-Houses.

34. To make better provision as to the management and control of common lodging-houses; to impose penalties on unregistered

common lodging-house keepers; and to make better provision in regard to the registration of common lodging-houses and the keepers thereof, with power to refuse to register any person as a common lodging-house keeper unless satisfied of his character and fitness.

#### Police.

35. To make further and better provision in regard to the good rule and local government of the borough, and, in particular, in regard to the following matters:—Restrictions on advertising vehicles and the carrying of advertisement boards; provisions as to hoardings, and other structures, for advertising and other purposes; the prohibition or regulation of sky-signs, and of flags and projections over streets; regulation of traffic at fires; the control of operations at fires; the breaking open of premises in case of fire; crying and touting and the sale and offering for sale of newspapers and other things in the streets of the borough; the prohibition and regulation of children trading in streets; the licensing and regulation of porters.

36. To make further provision in regard to hackney carriages and (amongst other things) to provide that the licenses to drivers shall specify the class of carriage in respect of which they are given; to make provision in regard to public carriages at railway stations and elsewhere; to provide for the appointment of an inspector of hackney carriages; and to authorise the granting of occasional licenses.

#### General.

37. To confer all needful authority upon the Corporation with reference to the closing of their markets, and the appropriation of the sites thereof to such purposes as may be determined.

38. To make further provision in regard to the granting of game licenses, and to alter the date upon which the meetings of the Council shall be held for granting of such licenses.

39. To empower the Corporation to construct and maintain rifle ranges.

40. To enact all necessary provisions for giving full effect to the purposes of the intended Act, including the making of byelaws, the imposition of penalties, the determination of compensation, the recovery and application of penalties, the authentication and service of notices.

41. To extinguish all public and private rights of way and other rights over the lands acquired under the intended Act, and to vary and extinguish all other existing rights and privileges which would or might in any way prevent, interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

42. In addition to the matters more specifically mentioned in this Notice, to make further and better provision for and in respect of the health, improvement, regulation, good rule and government of the borough and to amend and extend the powers of the Corporation in regard thereto.

43. To make further provision in regard to the levying and collection of the borough rate, general district rate, poor rate, and all other rates leviable in the borough, and to authorise the Corporation to collect such rates and to appoint officers for that purpose, and to transfer to the Corporation the powers of the vestry.

44. To authorise the Corporation to grant gratuities and allowances to persons in their employ in certain cases.

45. To authorise the Corporation to borrow money for the purchase of land for and the construction of the several works authorised by the intended Act, and for other purposes of the

intended Act, and to charge the moneys so proposed to be borrowed, and the interest thereon, on borough fund and borough rate, the district fund and general district rate, or other local rates, and the estates, undertakings, tolls, rates, rents, revenue, and other property of the Corporation, or any of such securities, and to execute and grant mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation to apply any of the funds, or any money borrowed or authorised to be borrowed under former Acts, to all or any of the purposes of the intended Act, and to extend the powers of the Corporation in regard to borrowing under the Public Health Act, 1875.

46. To provide for equating the periods within which the several existing and future loans of the Corporation are to be repaid.

47. To empower the Corporation to use one form of mortgage in respect of all loans raised by them, and to secure the repayment of such loans upon all rates, revenues, and property or leviable by the Corporation, and to make further and better provision in regard to the borrowing of money and the finance of the borough.

48. To authorise the Corporation to lend money to the Lowestoft School Board and to make provision for the raising and the repayment thereof.

49. To incorporate with amendments all or some of the provisions of the Lands Clauses Acts, the Arbitration Act, 1889, the Public Health Acts, the Local Loans Act, 1875, the Tramways Act, 1870, and any Act or Acts varying or amending those Acts.

50. To alter, amend, extend, enlarge, or repeal or re-enact, with or without amendment, all or some of the provisions of the following local Acts:—The Local Acts, 50 Geo. III, c. 42, 54 Geo. III, c. 38, 9 and 10 Vict. c. 28, the Lowestoft Improvement Act, 1854; the Lowestoft Water, Gas, and Market Act, 1853; the Lowestoft Water, Gas, and Market Act, 1857; the Lowestoft Water, Gas, and Market Act, 1863; the Lowestoft Water, Gas, and Market Act, 1877; and all other Acts relating to the Corporation or the borough.

Plans and sections of the intended works, and plans of the lands intended to be taken for the purposes of the Act, 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 with the Clerk of the Peace for the county of East Suffolk, at his office in Ipswich; and, on or before the same day, so much of such plans, sections, and book of reference as relates to the borough will be deposited with the Town Clerk thereof, at his office in the borough, and so much as relates to the parish of Pakefield will be deposited with the Clerk, or, if there is no clerk, with the Chairman of the parish council of such parish, at his residence or office, and a copy of this Notice, as published in the "London Gazette," will be deposited at the time and with the officers and persons aforesaid.

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 the 15th November, 1900.

R. BEATTIE NICHOLSON, Town Clerk,  
Lowestoft.

SHARPE, PARKER, PRITCHARDS, BARHAM,  
and LAWFORD, 9, Bridge-street, West-  
minster, Parliamentary Agents.

Parliament.—Session 1901.

Great Western Railway.

Additional Powers to Company with reference to New Railways Deviations and Alterations of Existing and Authorised Railways Bridges and other Works Roads Footpaths and Lands in the Counties of Worcester Warwick Berks Gloucester Glamorgan Wilts Stafford Middlesex Bucks Monmouth Pembroke London Devon Cornwall and Somerset; Arrangements with and Powers to Corporation of Bristol as to Lands in Somerset; Powers to Company and London and North Western Railway Company with respect to Bridge and Lands in the County of Salop; Powers to the Great Western and Great Central Railways Joint Committee as to Deviation of Railway Footpaths and Lands in the County of Bucks; Extension of Time for Acquisition of Lands and Completion of Works in the Counties of Bucks and Pembroke Authorised by Great Western Railway (New Works) Act 1898 and for Acquisition of Lands for and Completion of Birmingham North Warwickshire and Stratford-upon-Avon Railway; Provisions as to Superfluous Lands of Company and of Company and London and North Western Railway Company; Powers to Demise Lands; Transfer to and Vesting in Company of Undertakings of Devon and Somerset and Bridport Railway Companies; Transfer to Company of Powers of Windsor and Ascot Railway Company and Extension of Time for Authorised Railways of that Company; Further Provisions as to Capital Powers under Acts Relating to Birmingham North Warwickshire and Stratford-upon-Avon Railway and Windsor and Ascot Railway respectively; Power to Lambourn Valley Railway Company to Raise Further Moneys; Additional Capital and Application of Funds by Company; Application of Funds by London and North Western and Great Central Railway Companies and Great Western and Great Central Railways Joint Committee; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Great Western Railway Company (hereinafter called "the Company") for an Act under the above name or short title for all or some of the following purposes (that is to say):—

[In this Notice the expression "parish" means any place for which a separate poor rate is or can be made or for which a separate overseer is or can be appointed.]

To empower the Company to make and maintain the railways and deviations and alterations of 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 (that is to say):—

Railway No. 1 (being a deviation of the authorised Birmingham North Warwickshire and Stratford-upon-Avon Railway) commencing in the parish and rural district of Yardley in the county of Worcester by a junction with the Oxford and Birmingham Railway of the Company at or near the bridge carrying Tyseley Hill-road over that railway and terminating in the parish of Wootton Wawen in the county of Warwick by a junction with the intended Deviation No. 1 of the Alcester Branch Railway of the Company hereinafter described at a point in a field or enclosure No. 149 on the 25-inch Ordnance map (1887 edition) of that

parish 33 yards or thereabouts west of a point in the eastern boundary of the said field or enclosure 118 yards or thereabouts from the southern boundary thereof.

Railway No. 2 wholly in the county of Warwick commencing in the parish of Wootton Wawen by a junction with the intended Railway No. 1 at a point in a field or enclosure No. 879 on the 25-inch Ordnance map (1887 edition) of that parish 27 yards or thereabouts south of a point in the northern boundary of the said field or enclosure 50 yards or thereabouts from the western boundary thereof and terminating in the parish of Beaudesert in the rural district of Stratford-on-Avon by a junction with the Henley-in-Arden Branch Railway of the Company 18 chains or thereabouts north-east of its termination at Henley-in-Arden.

The said intended Railways Nos. 1 and 2 will pass from through or into the following parishes areas and places (that is to say):—

The parish and rural district of Yardley and the parish of Kings Norton in the urban district of Kings Norton and Northfield in the county of Worcester and the parishes of Solihull Tanworth Wootton Wawen and Aston Cantlow and the parish of Beaudesert in the rural district of Stratford-on-Avon all in the county of Warwick.

Railway No. 3 (being a deviation of Railway No. 6 authorised by the Great Western Railway Act 1899) wholly in the county of Warwick commencing in the said parish of Wootton Wawen by a junction with the intended Deviation No. 1 of the Alcester Branch Railway of the Company hereinafter described at a point in the eastern boundary of the field or enclosure No. 149 on the 25-inch Ordnance map (1887 edition) of the said parish 118 yards or thereabouts from the southern boundary thereof and terminating in the parish of Bearley in the rural district of Stratford-on-Avon by a junction with the Honeybourne and Hatton Railway of the Company 36 chains or thereabouts south-west of Bearley Station which said intended Railway No. 3 will pass from through or into the following parishes areas and places (that is to say):—

The parishes of Wootton Wawen and Aston Cantlow and the parish of Bearley in the rural district of Stratford-on-Avon.

A Deviation (No. 1) wholly in the county of Warwick of the Alcester Branch Railway of the Company commencing in the said parish of Aston Cantlow at a point thereon 36 chains or thereabouts west of the aqueduct carrying the Stratford-on-Avon Canal over the said railway and terminating in the said parish of Wootton Wawen at a point thereon 4 chains or thereabouts east of the said aqueduct.

A Deviation (No. 2) wholly in the county of Berks of Railway No. 2 authorised by the Windsor and Ascot Railway Act 1898 commencing in the parish of Clewer Without at a point on the said authorised railway 3 furlongs measured from the commencement thereof as shown on the deposited plans referred to in the said Act and terminating in the parish of Winkfield at a point on the said authorised railway 4 miles 7 furlongs 5 chains measured from the commencement thereof as shown on the said plans which said intended Deviation No. 2 will pass from through or into the following parishes areas and places or some of them (that is to say):—

Clewer Without Bray and Winkfield all in the county of Berks.

A Deviation (No. 3) wholly in the parish and borough of Cheltenham in the county of Gloucester of Railway No. 1 authorised by the Great Western Railway Act 1899 commencing by a junction with the Cheltenham Branch Railway of the Company at a point thereon  $8\frac{1}{2}$  chains or thereabouts south-west of the bridge carrying Saint George's-road over that railway and terminating at a point on the said authorised railway where it crosses High-street.

A Deviation (No. 4) wholly in the parish of Canton in the county borough of Cardiff in the county of Glamorgan of the South Wales Railway of the Company commencing at a point thereon 14 chains or thereabouts east of the bridge carrying the Taff Vale Railway Company's Penarth Branch over that railway and terminating at or near the Company's locomotive shed at Canton.

And to empower the Company to abandon the construction of so much of the Birmingham North Warwickshire and Stratford-upon-Avon Railway as will be rendered unnecessary by the construction of the intended Railway No. 1 and of so much of Railway No. 6 authorised by the Great Western Railway Act 1899 as will be rendered unnecessary by the construction of the said intended Railway (No. 3) and so much of the Windsor and Ascot Railway as will be rendered unnecessary by the construction of the intended Deviation (No. 2) and so much of Railway No. 1 authorised by the Great Western Railway Act 1899 as will be rendered unnecessary by the construction of the said intended Deviation No. 3 and also to abandon and discontinue the maintenance and use of so much of the said Alcester Branch Railway and so much of the said South Wales Railway as respectively lies between the commencements and terminations of the said intended deviations of those railways and to sell and dispose of or retain hold and appropriate the site and soil thereof for the purposes of the said intended deviations and for the general purposes of the Company.

An alteration of the levels of Railway No. 1 authorised by the Great Western Railway Act 1899 commencing in the parish of Buckland in the rural district of Winchcomb in the county of Gloucester at a point on the said authorised railway 14 miles 5 furlongs and 4 chains or thereabouts measured from the commencement of the said railway in a field or enclosure numbered 100 on the Ordnance map (1st edition 1883) of that parish and terminating in the parish of Broadway in the county of Worcester at a point on the said authorised railway 16 miles 3 furlongs or thereabouts measured from the commencement of the said railway in a field or enclosure numbered 629 on the Ordnance map (1st edition 1883) of the said parish of Broadway.

To empower the Company to execute the works and acquire the lands (which expression in this Notice includes houses buildings mines minerals and easements in and over lands) and to exercise the powers following (that is to say):—

#### Widenings of Bridges.

The widening on the southern side of the bridge in the parish of Saint Mary with Southcot in the county borough of Reading in the county of Berks which carries the main line of the Company over Cow-lane between the eastern and western junctions of the Company's Basingstoke Branch Railway with the said main line.

The widening on both sides of the bridge in the parish of Swindon in the urban district of Swindon New Town in the county of Wilts

which carries the main line of railway of the Company over the road near the "Queen's Arms" Hotel leading from Rodbourne to Station-road.

The widening on both sides of the bridge in the said parish of Swindon which carries the main line of railway of the Company over Cricklade-road.

The reconstruction and widening on the western side of the bridge in the parish and borough of Cheltenham in the county of Gloucester which carries the Banbury and Cheltenham Railway of the Company over Alma-road.

The reconstruction and widening on the northern side of the bridge in the said parish and borough which carries the loop connecting the said Banbury and Cheltenham railway with the Company's Gloucester and Cheltenham Railway over Hatherley-road.

The widening on the western side of the bridge in the said parish and borough of Cheltenham which carries the said Banbury and Cheltenham Railway over Hatherley-road.

The widening on the eastern side of the bridge in the parish and urban district of Stourbridge in the county of Worcester which carries the Oxford Worcester and Wolverhampton and Stourbridge Extension Railways of the Company over Junction-road.

The widening on the south-western side of the bridge in the parishes of Aston and Birmingham in the city and county borough of Birmingham in the county of Warwick which carries the Oxford and Birmingham Railway of the Company over the River Rea.

The widening on both sides of the bridge in the parish of Aston in the city and county borough of Birmingham in the county of Warwick which carries the Oxford and Birmingham Railway of the Company over Adderley-street.

The widening on the south-western side of the bridges in the parish of Aston in the city and county borough of Birmingham in the county of Warwick which respectively carry the Oxford and Birmingham Railway of the Company over Gibb-street and Heath Mill-lane.

The widening on the eastern side of the bridge in the parish and county borough of Dudley in the county of Worcester and in the parish of Sedgley in the urban district of Coseley and in the parish and urban district of Tipton in the county of Stafford which carries the Oxford Worcester and Wolverhampton Railway of the Company over the Birmingham Canal 32 chains or thereabouts south of Tipton Station.

The widening on the south-western side of the bridge in the parish and borough of Wednesbury in the county of Stafford which carries the Birmingham Wolverhampton and Dudley Railway of the Company over Lea Brook-road.

The widening on the northern side of the bridge in the parish of Ynysawdre in the county of Glamorgan which carries the Ogmere Valley Railway of the Company over the road leading from Aberkenfig to Pwll Andras near Ynysawdre Colliery.

#### Lengthenings of Bridges.

The lengthening at the ends hereinafter mentioned and if necessary or expedient the reconstruction in whole or in part of the bridges in the parish and urban district of Ealing in the county of Middlesex which carry the following roads over the main line of railway of the Company (that is to say):

Road or Avenue.	End of bridge at which lengthening is to be made.
Road leading from Haven Green to Broadway	Northern end
Spring Bridge-road .. .. .	Northern end
Longfield-avenue .. .. .	Northern end
Saint Leonard's-road .. .. .	Northern end
Drayton Green-road .. .. .	Both ends

The lengthening at the southern end of the bridge in the parish and urban district of Slough in the county of Bucks which carries the road leading from Slough to Stoke Poges over the main line of railway of the Company at or near the western junction of the Windsor branch line of the Company with the said main line.

The lengthening at the northern end of the bridge in the parish of Grove in the county of Berks which carries the road leading from Denchworth to Wantage over the main line of railway of the Company about  $1\frac{1}{2}$  miles west of Wantage-road Station.

The lengthening at both ends of the bridge in the parish of Beechingstoke in the rural district of Devizes in the county of Wilts which carries the public road at the eastern end of Woodborough Station over the Berks and Hants Extension Railway of the Company.

The lengthening at the western end of the bridge in the parish of Old Stratford Within in the borough of Stratford-upon-Avon in the county of Warwick which carries Alcester-road over the Honeybourne and Hatton Railway of the Company at the southern end of Stratford-upon-Avon Station.

The lengthening at both ends of the bridge in the parish and rural district of Yardley in the county of Worcester which carries Stockfield-road over the Oxford and Birmingham Railway of the Company.

The lengthening at the north-western end of the bridges in the parish and urban district of Oldbury in the county of Worcester which respectively carry Rood End-road and Tat Bank-road over the Stourbridge Extension Railway of the Company.

The lengthening at both ends of the bridge in the parish and urban district of Oldbury in the county of Worcester which carries Inkerman-street over the Oldbury Branch Railway of the Company.

The lengthening at the eastern end of the bridge in the parish and county borough of Wolverhampton in the county of Stafford which carries Cannock-road over the Oxford Worcester and Wolverhampton Railway of the Company south of and near to Cannock-road junction.

The lengthening at the western end of the bridge in the parish and urban district of Bilston in the county of Stafford which carries Mill-street over the said Oxford Worcester and Wolverhampton Railway.

#### Roads Footpaths &c.

In the parish and urban district of Ealing in the county of Middlesex:—

To alter and divert so much of the footpath leading from the Fox Reservoir to the main road between Ealing Common and Alperton near the "Fox and Goose" Inn as lies between its commencement near the said reservoir and the point where the said footpath intersects the occupation road near Dibdin House and to carry the same under Railway No. 1 authorised by the Great Western Railway (Additional Powers) Act 1897

now in course of construction by means of a sub-way.

In the parish of Denchworth in the rural district of Wantage in the county of Berks:—

To alter and divert so much of the road leading from Challow Marsh Farm to Upper Circourt Farm which crosses the main line of railway of the Company on the level at a point  $1\frac{1}{2}$  miles or thereabouts east of Challow Station as lies between points respectively about 9 chains south and 8 chains north of the said level crossing and to carry the same over the said main line by means of a bridge.

In the parish of Grove in the county of Berks:—

To alter and divert so much of the road leading from Wantage to Hanney which crosses the main line of railway of the Company at the level crossing known as Hanney's Crossing about 44 chains or thereabouts west of Wantage-road Station as lies between points respectively about 7 chains south-west and 9 chains north-east of the said level crossing and to carry the same over the said main line by means of a bridge.

In the parish of Old Sodbury in the county of Gloucester:—

To stop-up and discontinue so much of the footpath east of Old Sodbury House and leading from the main road between Chipping Sodbury and Old Sodbury to the road leading from the said main road to Coombes End which crosses the South Wales and Bristol Direct Railway of the Company now in course of construction as lies between its junction with the said main road and a point 16 chains or thereabouts from the said junction and in lieu thereof to make and maintain a new footpath between a point on the said main road  $3\frac{1}{2}$  chains or thereabouts east of the said junction and the said first-mentioned point and to carry the same over the said railway by means of a footbridge.

To divert and alter the line and level of the River Frome between the junction therewith of a brook north of and near to the Bell Inn and a point 15 chains or thereabouts measured along the said river in a northerly direction from the said junction and also the line and level of the said brook for a distance of 9 chains or thereabouts measured along the said brook in a southerly direction from the said junction.

To stop up and discontinue the footpaths respectively leading from Kingrove Farm and Mill Lane to the main road between Chipping Sodbury and Old Sodbury near to and west of the Bell Inn for distances of about 11 chains and 12 chains respectively from their junction with the said main road and in lieu thereof to make and maintain (1) a new footpath from a point in the said main road 11 chains or thereabouts west of the Bell Inn to a point in the first-mentioned footpath 14 chains or thereabouts from its junction with the said main road and (2) a new footpath along the southern boundary fence of the South Wales and Bristol Direct Railway of the Company now in course of construction from the lastly-described new footpath to a point in the footpath leading from Mill-lane to the said main road 12 chains or thereabouts from the said main road.

To stop up and discontinue so much of the footpaths leading from the road between Kingrove Farm and Bucketshill Farm across the fields or enclosures numbered 490 and 525 on the Ordnance map (1st edition 1882) of the said parish as lies between the said road and the footpath leading from Lilliput Farm across the fields or enclosures numbered 526 525 and 490 on the said Ordnance map and in lieu thereof to make and maintain a new footpath between the

point of intersection of the last-mentioned footpath with the easternmost footpath intended to be stopped up as aforesaid and a point in the said road between Kingrove Farm and Bucketshill Farm 6 chains or thereabouts from its junction with the road leading from Bucketshill Farm to Lilliput Farm and Chipping Sodbury.

To stop-up and discontinue the footpaths intersecting the field or enclosure numbered 494 on the said Ordnance map and in lieu thereof to make and maintain a new footpath between the junction of the first-mentioned footpaths at the south-eastern corner of the said field or enclosure and a point in the said road between Kingrove Farm and Bucketshill Farm 10 chains or thereabouts south of its junction with the said road leading from Bucketshill Farm to Lilliput Farm and Chipping Sodbury.

In the parish of Knighton-on-Teme in the county of Worcester.

To stop up and discontinue so much of the footpath which crosses the Company's Tenbury and Bewdley Railway on the level at the western end of Newham Bridge Station as lies between the boundaries of the Company's property and in lieu thereof to make and maintain a new footpath between a point in the existing footpath at or near the northern boundary of the Company's property and a point in the road leading from Tenbury to Newham 1 chain or thereabouts west of the said level crossing.

In the parish and rural district of Yardley in the county of Worcester.

To alter the levels of Tyseley Hill-road for a distance of  $4\frac{1}{2}$  chains or thereabouts measured in a north-easterly direction from the centre of the bridge carrying that road over the Oxford and Birmingham Railway of the Company.

In the parish and urban district of Stourbridge in the county of Worcester :—

To stop-up and extinguish all rights of way over the footbridge across the Company's Oxford Worcester and Wolverhampton Railway at the southern end of Stourbridge Junction Station and to take down and remove the same and in lieu thereof to make and maintain a new footpath along the western boundary of the Company's property from the western end of the said footbridge to Junction-road.

In the parish and urban district of Oldbury in the county of Worcester :—

To stop-up and discontinue so much of the footpath leading from Tat Bank-road to Rood End-road which crosses the Company's Stourbridge Extension Railway on the level as lies between the south-eastern boundary of the Company's property and Tat Bank-road and in lieu thereof to make and maintain a new footpath along the said south-eastern boundary from the said existing footpath to Tat Bank-road.

In the parish and county borough of Wolverhampton and in the parish of Bushbury in the county of Stafford.

To alter and divert so much of the footpath leading from Showell Farm to the footpath leading from Park-lane to the towpath alongside the Birmingham Canal at the point where the last-mentioned footpath passes under the Shrewsbury and Birmingham Railway of the Company for a distance of 9 chains or thereabouts north of its junction with the said last-mentioned footpath and to stop up and extinguish all rights of way over the said footpath leading from Park-lane to the said towpath from the point of junction therewith of the first-mentioned footpath to the eastern boundary of the Company's Wolverhampton and Bushbury Branch Railway and in lieu thereof to make and maintain a new footpath along the said boundary between the last-mentioned footpath

and a point in the first-mentioned footpath 15 chains or thereabouts north-east of the said junction and to carry the same under the said Wolverhampton and Bushbury Branch Railway by means of a subway.

In the parishes of Undy and Magor in the county of Monmouth :—

To stop-up and discontinue so much of the road leading from West End to Undy which crosses the South Wales Railway of the Company on the level as lies between the boundaries of the Company's property and in lieu thereof to make and maintain a new road along the southern side of the said railway between the said road and the approach road on the said side of the railway to Magor Station and a new road under the said railway connecting the said first-mentioned new road with the road leading from Magor to Caldicot at a point  $2\frac{1}{2}$  chains or thereabouts west of the said level crossing.

In the parish of Rogerstone in the county of Monmouth :—

To stop-up and discontinue so much of the road which crosses the Monmouthshire (Western Valleys) Railway of the Company on the level about 41 chains north-west of Bassaleg Station as lies between the boundaries of the Company's property and in lieu thereof to make and maintain a new road between points respectively about  $2\frac{1}{2}$  chains south-west and  $6\frac{1}{2}$  chains north-east of the said level crossing and to carry the same under the said railway by means of a subway.

In the parish of Gelligaer in the county of Glamorgan :—

To alter and divert so much of the footpath which crosses the Company's Taff Vale Extension Railway on the level at the south-eastern end of Llancaiach Station as lies between points respectively about  $1\frac{1}{2}$  chains north-east and  $1\frac{1}{2}$  chains south-west of the said level crossing.

In the parish of Gelligaer and in the parish of Llanfabon in the urban district of Caerphilly in the county of Glamorgan.

To alter and divert so much of the footpath which crosses the Company's Taff Vale Extension Railway and the Taff Vale Railway on the level at the north-western end of Llancaiach Station as lies between points respectively about 1 chain north and 3 chains south of the northern boundary of the Company's property and to carry the same over the said railways by means of a footbridge.

In the parish of Johnston in the rural district of Haverfordwest in the county of Pembroke.

To alter and divert so much of the road leading from Johnston to Haverfordwest which crosses the South Wales Railway of the Company at the level crossing known as Hakin-road crossing as lies between points respectively about  $3\frac{1}{2}$  chains south-west and  $\frac{1}{2}$  chain north-east of the said level crossing.

#### Lands.

To empower the Company to purchase by compulsion or agreement and to hold lands (which expression in this notice includes houses buildings mines minerals and easements in and over lands) in the parishes areas and places hereinbefore mentioned for the purposes of the said intended railways deviations and alterations of railways river diversion widening and lengthening of bridges roads footpaths and other works and for the general purposes of the Company and of their undertaking and works connected therewith and for providing increased accommodation 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 and to exercise the powers hereinafter mentioned (that is to say) :—



In the county of London:—

Certain lands in the parish and metropolitan borough of Paddington lying between and adjoining the Grand Junction Canal and the company's goods station at Paddington.

In the county of Berks:—

Certain lands in the parishes of Steventon and Milton lying on the south side of and adjoining the main line of railway of the Company and between points respectively about 12 chains and 49 chains east of Steventon Station.

Certain lands in the parishes of West Challow Chapelry and Denchworth in the rural district of Wantage and in the parishes of Grove and East Challow Chapelry lying on and adjoining the northern side of the main line of railway of the Company and extending from Challow Station to a point 17 chains or thereabouts west of Wantage-road Station.

In the county of Wilts:—

Certain lands in the parish of Swindon in the urban district of Swindon New Town and in the parish of Stratton Saint Margaret's lying on and adjoining the southern side of the main line of the Company and extending from Cricklade-road in an easterly direction for a distance of 43 chains or thereabouts.

In the county of Gloucester.

Certain lands in the parish and city and county borough of Bristol lying on and adjoining the southern side of the Bristol relief line of the Company at and near the St. Philips Marsh signal cabin on that line.

Certain lands in the parish and urban district of Charlton King's lying on and adjoining the southern side of the Banbury and Cheltenham railway of the Company and between points respectively about 48 chains and 60 chains east of Charlton King's Station.

Certain other lands in the said parish and urban district lying on and adjoining the northern side of the said Banbury and Cheltenham railway at or near the western end of Charlton King's Station.

Certain lands in the parish and borough of Cheltenham lying on and adjoining the northern side of the said Banbury and Cheltenham Railway at or near the eastern end of Leckhampton Station.

Certain other lands in the said parish and borough and in the parish of Leckhampton in the rural district of Cheltenham lying on and adjoining the south-western side of the said Banbury and Cheltenham Railway and between points respectively about 14 chains north-west and 41 chains south-east of the bridge carrying the said railway over Alma-road.

In the county of Devon:—

Certain lands in the parish and county borough of Devonport lying on and adjoining the northern side of the Cornwall Railway of the Company and between points respectively about 13 chains west and 14½ chains east of the junction of the London and South Western Railway with that railway known as Devonport Junction.

In the county of Cornwall:—

Certain lands in the parishes of Saint Columb Minor and Newlyn East lying on and adjoining both sides of the Treamble Branch of the Cornwall Minerals Railway of the Company and between points respectively about 26 chains north-west of the bridge carrying the road leading from Gwils to Lower Trevilly over that branch and 8 chains south of the bridge carrying the road leading from Newlyn East to Mitchell over the said branch near Metha.

Certain lands in the parish of Newlyn East lying on and adjoining the south-east side of the said Treamble Branch and extending in a

north-easterly direction for a distance of 24 chains or thereabouts from the bridge carrying the road leading from Newlyn East to Zelah over the said branch at Fiddlers Green.

Certain lands in the parish of Saint Columb Minor and in the parish and urban district of Newquay lying on and adjoining both sides of the Newquay Branch Railway of the Company at and near Newquay Station.

Certain lands in the parish of Kenwyn Rural lying on and adjoining the south-eastern side of the West Cornwall Railway of the Company and between points respectively about 1 mile 20 chains and 71 chains and between points respectively about 43 chains and 28 chains south-west of Chacewater Station.

Certain other lands in the said parish lying on and adjoining the north-western side of the said West Cornwall Railway and between points respectively about 25 chains and 42 chains north-east of Scorrier Station.

Certain lands in the parish of Perranzabuloe forming part of the fields or enclosures numbered respectively 688 and 700 on the 25-inch Ordnance map (1st edition 1880) of that parish and belonging or reputed to belong to Viscount Falmouth.

In the county of Warwick:—

Certain lands in the parish of Aston in the city and county borough of Birmingham lying on and adjoining both sides of the Oxford and Birmingham Railway of the Company and between the River Rea and Adderley-street.

In the county of Stafford:—

Certain lands in the parish and urban district of Bilston lying on and adjoining the south-western side of the Birmingham Wolverhampton and Dudley Railway of the Company and between Bilston Station and Loxdale-street.

Certain lands in the parish of Bushbury lying on and adjoining both sides of the Shrewsbury and Birmingham Railway of the Company and between the bridges carrying that railway over the Staffordshire and Worcestershire Canal and the Birmingham Canal respectively.

Certain lands in the parish and county borough of Wolverhampton lying on and adjoining the eastern side of the Wolverhampton and Bushbury Branch Railway of the Company and between points respectively about 6 chains and 17 chains north of the bridge carrying Cannock-road over that railway.

In the county of Worcester:—

Certain lands in the parish and county borough of Worcester lying between and adjoining the Worcester and Hereford Railway of the Company the River Severn and Croft-road.

In the counties of Worcester and Stafford:—

Certain lands in the parish and urban district of Oldbury and in the parish and borough of Smethwick lying on and adjoining the north-western side of the Stourbridge Extension Railway of the Company and between Crosswells-road and a point 10 chains or thereabouts north-east of Rood End-road.

In the county of Monmouth:—

Certain lands in the parish of Llanvihangel Rogiatt in the rural district of Chepstow lying on and adjoining the southern side of the South Wales Railway of the Company and extending for a distance of 34 chains or thereabouts in a westerly direction from Severn Tunnel Junction Station.

Certain lands in the parish and county borough of Newport lying on and adjoining the southern side of the South Wales Railway of the Company and extending for a distance of 23 chains or thereabouts in an easterly direction from the Maindee Branch Railway and for a distance of

14 chains or thereabouts in a westerly direction from the level crossing on that railway known as Llisbury Crossing east of and near to the East Usk Railway of the Company now in course of construction.

Certain lands in the parish and urban district of Abersychan lying on and adjoining the southern side of the Talywain Branch Railway of the Company and between that railway the Cwm Ffrwdoer Branch Railway of the Company and the road leading from Plas-y-coed Colliery to Lower Tranch.

Certain lands in the parish of Llanhilleth in the urban district of Abertillery lying on and adjoining the south-western side of the Monmouthshire (Western Valleys) Railway of the Company and between points respectively about 40 chains and 53 chains south of the Aberbeeg Station.

Certain lands in the parish and urban district of Risca lying on and adjoining the south-western side of the Monmouthshire (Western Valleys) Railway of the Company and 10 chains or thereabouts south-east of the bridge over the said railway at the south-eastern end of Risca Station.

In the county of Glamorgan:—

Certain lands in the parish of St. Mary Cardiff in the county borough of Cardiff abutting on the eastern side of Ellen-street and near the junction of that street with Tyndall-street.

Certain lands in the parish of Oldcastle in the urban district of Bridgend lying on and adjoining both sides of the South Wales Railway of the Company and north of and near to the junction of the Llynvi and Ogmore Railway of the Company with that railway.

Certain lands in the parish of Ynysawdre lying on and adjoining the northern side of the Ogmore Valley Railway of the Company and extending for a distance of 9 chains or thereabouts from the bridge carrying that railway over the road leading from Aberkenfig to Pwll Andras near Ynysawdre Colliery.

Certain lands in the parish of Gelligaer lying on and adjoining both sides of the Company's Taff Vale Extension Railway at and near Llancaiach Station.

To empower the Company to purchase by compulsion or agreement and to hold certain lands in the parish and city and county borough of Bristol in the county of Somerset lying between the River Avon and the Bristol and Portishead Railway of the Company and north of and partly adjoining Colliter's Brook and to enable the Company to use and appropriate all or any of the said lands and to sell convey or transfer the same or any part thereof to the Corporation of Bristol for all or any of the purposes of the Great Western Railway (Bristol Lines) Act 1897 and the Bristol Dock Act 1897 and for the purpose of giving effect to any arrangements or agreements made or to be made between the Company and the said Corporation with reference to the matters aforesaid and to authorise and give effect to further arrangements and agreements with reference to those matters and to empower the Corporation to apply their funds and rates to the purposes of any such arrangements and agreements.

To empower the Company and the London and North Western Railway Company (hereinafter called "the Two Companies") or either of them with the consent of the other to execute the work hereinafter mentioned (that is to say):—

The widening on the south-western side of the bridge in the parish of Saint Mary in the borough of Shrewsbury in the county of Salop which carries the Shrewsbury and Hereford Railway of the two Companies over Castle Foregate.

To empower the two Companies or either of them with the consent of the other to purchase by compulsion or agreement and to hold lands in the said parish for the purposes of the said intended work and also to purchase by compulsion or agreement and to hold for the purposes of the two Companies or either of them and for providing increased accommodation the lands hereinafter mentioned (that is to say):—

In the county of Salop:—

Certain lands in the parish and urban district of Church Stretton lying on and adjoining both sides of the Shrewsbury and Hereford Railway of the two Companies at and near Church Stretton Station.

To authorise agreements between the two Companies with respect to the execution of the said work and the purchase holding and user of the said lands or any part thereof and to confirm and give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

To empower the Great Western and Great Central Railways Joint Committee (hereinafter called "the Joint Committee") to make and maintain the deviation of railway hereinafter mentioned together with all necessary stations sidings approaches works and conveniences connected therewith (that is to say):—

The deviation wholly in the county of Bucks of the existing Wycombe and Princes Risborough Railway of the Joint Committee commencing in the parish of Saunderton at a point on that railway 1 chain or thereabouts south-east of the bridge carrying that railway over Upper Icknield Way and terminating in the parish of Horsenden in the rural district of Wycombe at a point on that railway 62 chains or thereabouts south-east of the said bridge.

And to empower the Joint Committee to abandon and discontinue the maintenance and use of so much of the said Wycombe and Princes Risborough Railway as lies between the commencement and termination of the said intended deviation and to sell and dispose of or retain hold and appropriate the site and soil thereof for the purposes of the said intended deviation and for the general purposes of the Joint Committee.

To empower the Joint Committee to execute the works and to exercise the powers hereinafter mentioned (that is to say):—

In the parish of Gerrards Cross in the county of Bucks.

To stop up and discontinue so much of the footpaths leading from Marsham Farm to the main road from Uxbridge to Amersham near Oakend as lies between their commencement at the said farm and their junction 14 chains or thereabouts from the said farm and in lieu thereof to make and maintain a new footpath between the said junction and a point in the road leading from the said farm to the said Uxbridge and Amersham road 5 chains or thereabouts north of the said farm.

To stop up and discontinue so much of the footpath which crosses the field numbered on the deposited plans of Railway No. 1 authorised by the Great Western Railway (Additional Powers) Act 1897 24 in the said parish of Gerrards Cross as lies between its junction with the said road leading from Marsham Farm as aforesaid and a point 6 chains or thereabouts from the said junction and in lieu thereof to make and maintain a new footpath between the said point and a point in the said road 5 chains or thereabouts north of the said farm.

In the parish of Chepping Wycombe Rural in the county of Bucks:—

To stop-up and discontinue so much of the footpath leading from the Oxford main road opposite the Oxford Arms to Upper Dearham Farm as lies between points respectively about 5 chains and 13 chains measured along the said footpath from its junction with the said main road and in lieu thereof to make and maintain a new footpath between the last-mentioned point and a point in the road leading from the said main road to Upper Dearham Farm 12 chains or thereabouts from the junction of the said roads.

To alter and divert so much of the footpath leading from the Oxford main road near Wycombe Marsh to Hammersley-lane as lies between points respectively about 7 chains and 19 chains north-east of its junction with the said main road.

To stop up and discontinue so much of the footpath leading from Hatters-lane to the footpath between the Oxford main road at Wycombe Marsh and Micklefield farm as lies between its junction with the said footpath and a point 10 chains or thereabouts north of the said junction and in lieu thereof to make and maintain a new footpath between the said last-mentioned point and a point in the said last-mentioned footpath 12 chains or thereabouts north of the said main road.

In the parish of High Wycombe in the borough of Chepping Wycombe in the county of Bucks.

To alter and divert so much of the footpath which crosses the Company's Maidenhead and Wycombe Railway 5 chains or thereabouts east of Gordon-road as lies between points respectively about 2 chains and 8 chains north of the said crossing.

To empower the Joint Committee to purchase by compulsion or agreement and to hold lands in the parishes before-mentioned for the purposes of the said intended works and also to acquire by compulsion or agreement and to hold for the purposes of the Joint Committee and for providing increased accommodation the lands hereinafter mentioned (that is to say):—

In the county of Bucks:—

Certain lands in the parish of Princes Risborough and in the parish of Horsenden in the rural district of Wycombe lying on and adjoining both sides of the Joint Committee's existing Wycombe and Princes Risborough Railway and the western side of the Company's Watlington and Princes Risborough Railway and at and near Princes Risborough Station.

Certain lands in the parish of High Wycombe in the borough of Chepping Wycombe lying on and adjoining the southern side of the said Wycombe and Princes Risborough Railway and extending for a distance of 25 chains or thereabouts from the western end of the viaduct carrying that railway over Frogmore-street in a westerly direction and for a distance of 10 chains or thereabouts therefrom in an easterly direction.

Certain other lands in the said parish of High Wycombe lying on and adjoining the northern side of the said Wycombe and Princes Risborough Railway and between points respectively about 10 chains and 16 chains west of High Wycombe Station.

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

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 any of the objects of the intended Act and to confer other rights and privileges.

To authorise the alteration diversion widening crossing or stopping-up of all roads bridges footpaths railways tramways aqueducts canals ferries streams and rivers within or adjoining the before-mentioned parishes and places and which it may be necessary or convenient to interfere with in the execution of the powers of the intended Act and to provide that the Company or the Joint Committee (as the case may be) shall not be liable under Section 46 of the Railways Clauses Consolidation Act 1845 to repair or maintain the surface of any road which shall be carried over any existing or authorised or intended railway by a bridge or bridges or the immediate approaches thereto except so far as the level of such road or approaches shall be permanently altered.

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 or sanctioned 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 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 and to empower the Company Companies or Committee exercising the powers of the intended Act on the one hand and any municipal sanitary highway or local authority and any company or person or persons and the owners lessees and occupiers of any lands taken under or affected by the powers of the intended Act on the other hand to enter into and fulfil contracts and agreements for or in relation to the execution of any works and the cost thereof and incidental thereto the construction maintenance and repair 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 intended Act will or may confirm any such contract or agreement which may already have been or which at any time hereafter may be entered into for or in relation to any of the matters aforesaid.

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 Companies or Committee exercising the powers of the intended Act.

To authorise the levying of tolls rates and other charges for and in respect of the use of the said intended railways deviations of railways and works and also for the use of the other works conveniences and accommodation connected with all or any of the said railways deviations and works or to be authorised by the intended Act and to alter existing tolls rates and charges and to grant exemptions from tolls rates and charges and to extend and make applicable to the said intended Railways No. 1 and No. 2 with or without modification or amendment all or some of the provisions of the Birmingham North

Warwickshire and Statford-upon-Avon Railway Acts 1894 1895 1896 1897 1898 and 1899 and the Great Western Railway Act 1900 as if the said intended railways had been authorised by those Acts or some of them in lieu of the portions of such railways proposed to be abandoned under the intended Act.

To extend the time now limited by the Great Western Railway (New Works) Act 1898 for the compulsory purchase of lands for the widening of railways by that Act authorised.

To extend the time now limited by the Great Western Railway (New Works) Act 1898 for the compulsory purchase of lands for and for the completion of the Railways Nos. 3 and 3a by that Act authorised.

To extend the times now limited by the Birmingham North Warwickshire and Stratford-upon-Avon Railway Act 1894 as extended by the Birmingham North Warwickshire and Stratford-upon-Avon Railway Acts 1897 and 1899 for the compulsory purchase of lands for and for the completion of so much of the Railways and works authorised by the said Act of 1894 as was not abandoned under the Birmingham North Warwickshire and Stratford-upon-Avon Railway Acts 1895 and 1899.

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 two Companies 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 railways and to confer further powers on the two Companies in relation to the said lands to enable the two companies 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 two companies 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 two Companies to retain portions of lands which may now be deemed superfluous notwithstanding anything in the said Act or Acts relating to the two Companies or either of them.

To alter vary and extend all or some of the provisions of Section 41 of the Great Western Railway Act 1880 and to empower the Company to demise and let on building or other leases and for such term or terms and upon such conditions as they may think fit or as may be prescribed or authorised by the intended Act all or some of the

lands held or acquired by them under or for the purposes of that section.

To transfer to and vest in or provide for the transfer to and vesting in the Company by amalgamation or otherwise of the respective undertakings railways works lands buildings plant rolling stock machinery stores property assets and effects of the Devon and Somerset Railway Company and the Bridport Railway Company (hereinafter called "the vested Companies") and all powers rights and privileges of or belonging to or enjoyed by the vested Companies respectively of what nature or kind soever and whether with reference to their own undertaking or the undertakings of any other Company at such time or times and upon and subject to such terms and conditions as may have been or may be agreed upon between the Company and the vested Companies respectively or as may be prescribed or authorised or provided for by the intended Act and freed and discharged from all or any debts liabilities charges or incumbrances affecting the same and to provide for the winding up and dissolution of the vested Companies respectively.

To provide for the payment to and acceptance by the shareholders stockholders debenture stockholders and mortgagees of the vested Companies respectively or any of them of such sums of money or other consideration for the proposed transfer as may be agreed upon or be authorised or prescribed or provided for by the intended Act in exchange for or in respect of the shares stock or securities held by them respectively and to authorise and require the holders of the several shares stocks and securities of the vested Companies respectively including trustees holding such shares stocks or securities to accept such sums of money or other consideration accordingly

To transfer to and vest in the Company all the powers rights and privileges now vested in the Windsor and Ascot Railway Company (hereinafter called "the Ascot Company") and all the lands and other property real or personal belonging to the Ascot Company and all other their undertaking and the benefit of and subject to all contracts entered into by or with them or on their behalf so that the Company may be enabled to act and be liable in all respects with reference to the undertaking of the Ascot Company and the construction maintenance and use of the railways and works authorised by the Windsor and Ascot Railway Act 1898 and the purchase of lands for the purposes thereof respectively and the levying demanding and recovering of tolls rates and charges in respect of the said undertaking as fully and effectually to all intents and purposes as if the powers contained in the said Act had been originally conferred upon the Company and to dissolve and wind up the Ascot Company and to vary or extinguish the rights and interests of the shareholders in that Company and to make provisions for the release and payment out of the Chancery Division of the High Court of Justice of the sums of money deposited and now remaining in Court in respect of the railways authorised by the said Act and to enable the Company to raise by the creation and issue of shares or stock with or without a preference in payment of dividend or other rights or privileges the share capital authorised by the Windsor and Ascot Railway Act 1898 and for that purpose to alter amend extend or repeal or to make applicable to the Company with or without variation or alteration all or some of the provisions of the said Act relating to the capital of the Ascot Company.

To extend the time now limited by the Windsor and Ascot Railway Act 1898 for the compulsory

acquisition of lands for and for the completion of the railways and works authorised by that Act.

To enable the Company to raise by the creation and issue of shares or stock with or without a preference in payment of dividend or other rights or privileges all or any of the moneys which under the powers contained in the Birmingham North Warwickshire and Stratford-upon-Avon Railway Acts 1894 1895 1896 1897 1898 and 1899 and the Great Western Railway Act 1900 or some or one of them the Company are now authorised to raise by the creation and issue of ordinary shares or stock or preference shares or stock and for that purpose to alter amend extend or repeal or to make applicable to the Company with or without variation or alteration all or some of the provisions of the said Acts relating to the capital of the Birmingham North Warwickshire and Stratford-upon-Avon Railway Company.

To enable the Lambourn Valley Railway Company to raise further moneys for the purpose of their undertaking by the creation and issue of debentures mortgages or debenture stock with such priority in payment of interest or dividend or other rights or privileges in relation to the existing mortgages and debenture stocks of the said Company as may be prescribed or authorised 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 purposes of their undertaking and for the purposes of any other Acts of the same Session additional capital by the creation of shares or stock with or without a preference in payment of dividend or other rights or privileges and by the creation and issue of debenture stock and by borrowing or any of such means.

To enable the London and North Western Railway Company the Great Central Railway Company and the Joint Committee respectively 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):—The Act 5 and 6 William IV cap. 107 and any other Act or Acts relating to the Company; the Bristol Wharfage Act 1807; the Bristol Dock Acts 1848 to 1897 and any other Act or Acts relating to the Corporation of Bristol or their dock undertaking; the Act 9 and 10 Vict. cap. 204 and any other Act or Acts relating to the London and North Western Railway Company; the Great Western and Great Central Railway Companies Act 1899 and any other Act or Acts relating to the Joint Committee; the Act 12 and 13 Vict. cap. 81 and any other Act or Acts relating to the Great Central Railway Company; the Birmingham North Warwickshire and Stratford-upon-Avon Railway Act 1894 and any other Act or Acts relating to the Birmingham North Warwickshire and Stratford-upon-Avon Railway Company; the Act 27 and 28 Vict. cap. 307 and any other Act or Acts relating to the Devon and Somerset Railway Company; the Act 18 Vict. cap. 11 and any other Act or Acts relating to the Bridport Railway Company; the Act 61 and 62 Vict. cap. 239 and any other Act or Acts relating to the Windsor and Ascot Railway Company; the Act 46 and 47 Vict. cap. 176 and any other Acts relating to the Lambourn Valley Railway Company.

And notice is hereby given that maps plans

No. 27249.

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and sections relating to the objects of the intended Act together with books of reference to such plans and also a copy of the Notice of the intended application to Parliament 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 works and lands in the county of Worcester and the works and lands partly in that county and partly in the county of Warwick and the works and lands partly in the county of Worcester and partly in the county of Gloucester and the works and lands partly in the county of Worcester and partly in the county of Stafford with the Clerk of the Peace for the county of Worcester at his office at Worcester as regards the works and lands in the county of Warwick and the works and lands partly in that county and partly in the county of Worcester with the Clerk of the Peace for the county of Warwick at his office at Leamington as regards the works and lands in the county of Berks with the Clerk of the Peace for that county at his office at Reading as regards the works and lands in the county of Glamorgan with the Clerk of the Peace for that county at his office at Cardiff as regards the works and lands in the county of Gloucester and the works and lands partly in that county and partly in the county of Worcester with the Clerk of the Peace for the county of Gloucester at his office at Gloucester as regards the works and lands in the county of Wilts with the Clerk of the Peace for that county at his office at Marlborough as regards the works and lands in the county of Stafford and the works and lands partly in that county and partly in the county of Worcester with the Clerk of the Peace for the county of Stafford at his office at Stafford as regards the works and lands in the county of Middlesex with the Clerk of the Peace for that county at his office at the Guildhall Westminster as regards the works and lands in the county of Bucks with the Clerk of the Peace for that county at his office at Aylesbury as regards the works and lands in the county of Monmouth with the Clerk of the Peace for that county at his office at Newport (Monmouth) as regards the works and lands in the county of Pembroke with the Clerk of the Peace for that county at his office at Haverfordwest as regards the lands in the county of London with the Clerk of the Peace for that county at his office at the Sessions House Clerkenwell as regards the lands in the county of Devon with the Clerk of the Peace for that county at his office at Exeter as regards the lands in the county of Cornwall with the Clerk of the Peace for that county at his office at Bodmin as regards the lands in the county of Somerset with the Clerk of the Peace for that county at his office at Frome and as regards the works and lands in the county of Salop with the Clerk of the Peace for that county at his office at Shrewsbury.

And that copies of so much of the said plans sections and books of reference as relates to each of the several areas hereinafter mentioned in or through which the intended works are proposed to be made or lands are situate together with a copy of the said notice as published in the London Gazette will on or before the 30th day of November be deposited as follows (that is to say):—

As relates to any metropolitan borough county borough or other borough with the Town Clerk of such borough at his office. As relates to any urban district not being a borough with the Clerk of the District Council of such district at his office. As relates to any parish having a

Parish Council with the Clerk of the Parish Council or if there be no clerk with the Chairman of that Council. And as relates to any parish comprised in a rural district and not having a Parish Council with the Clerk of the District Council of such rural district at his office.

Any parish named in this Notice (outside the administrative county of London) which is not also a county or other borough or an urban district or is not stated to be in a county or other borough or in an urban district or in a rural district is a parish having a Parish Council with the Clerk or Chairman of which the before-mentioned deposit will be made and such deposit will if made with the Clerk to the Parish Council be made at his office or if he has no office at his residence and if made with the Chairman of the Parish Council be made 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 the 10th day of November 1900.

R. R. NELSON, Paddington Station, and  
20, Abingdon-street, Westminster,  
Solicitor.

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

In Parliament.—Session 1901.

Stratton and Bude Gas.

(Incorporation of Company; Construction of Gasworks; Supply of Gas and Residual Products; Purchase of Lands; Supply of Fittings; Breaking up Streets, &c.; Rates, Rents, and Charges; Supply of Gas in Bulk; Patent Rights; Incorporation, Amendment, and Repeal of Acts, and other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1901 for an Act to incorporate a Company (hereinafter called "the Company") to make provision in regard to the following matters (that is to say):—

1. To empower the Company to erect, lay down, provide, maintain, alter, improve, enlarge, extend, and renew, or discontinue upon the land hereinafter described gasworks, retorts, gasometers, receivers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, burners, stop-cocks, machinery, and other works and apparatus and conveniences, and to do all such acts as they may think proper for making and storing gas, and for supplying gas for any purposes within the limits of the intended Act, and to make, store, and supply gas accordingly, and to manufacture, sell, provide, supply, and deal in coke, tar, pitch, asphaltum, ammoniacal oil, and all other products or residuum of any materials employed in or resulting from the manufacture of gas, and also meters, stoves, fittings, tubes, pipes, and other articles and things in any way connected with gasworks or with the supply of gas as they may from time to time think fit, and to carry on the businesses usually carried on by gas companies, or which are or may be incident to or carried on therewith.

2. The limits of the intended Act will comprise the parishes of Stratton, Poughill, and Marhamchurch, all in the county of Cornwall.

3. The land hereinafter referred to, upon which the construction and maintenance of gasworks and works for the manufacture and conversion of residual products are proposed to be authorised, is as follows:—

A piece of land in the parish of Stratton, in the county of Cornwall, belonging or reputed to belong to Sir Charles Thomas Dyke Acland, Baronet, containing by admeasurement 2 roods 20 perches or thereabouts, and forming part of the parcel numbered 643 on the  $\frac{1}{2500}$  Ordnance Map (1884 Edition, Sheet V3) of the said parish, which said piece of land is bounded on the north by land and premises belonging or reputed to belong to the said Sir Charles Thomas Dyke Acland, Baronet; on the east by an imaginary line drawn parallel with the Bude Canal, at a distance of 20 feet or thereabouts from the western bank thereof; on the south by land belonging to the said Sir Charles Thomas Dyke Acland, Baronet; and on the south-west by a private road leading from the Saw Mills to the public road leading from Bude to Higher Lunston; and on the west by the last-mentioned public road.

4. To empower the Company to purchase and acquire, by compulsion or agreement, the land in the parish of Stratton, in the county of Cornwall hereinbefore described, and also to purchase or acquire by agreement such other or additional lands and hereditaments as they may from time to time require for the purposes of their undertaking; to hold any of the lands and hereditaments aforesaid, notwithstanding the provisions of any incorporated Acts, and to sell, let, or dispose of any lands and hereditaments not required for the purposes aforesaid, and to empower the Company to erect, fit up, maintain, and let houses and buildings.

5. To confer upon the Company all other necessary powers and authorities for the manufacture, production, storage, and supply of gas for all domestic, trading, public, and other purposes within the parishes and places hereinbefore referred to.

6. To empower the Company to manufacture, provide, sell, and let on hire and fix gas engines, stoves, ranges, pipes, meters, fittings, apparatus, and appliances for lighting, heating, cooking, motive power, and all other purposes whatsoever, and to supply the same with gas, and to exclude the same from liability to distress, or to be taken in execution or in proceedings in bankruptcy.

7. To make provisions in regard to the price, pressure, quality, and testing of gas.

8. To make provision in regard to the capital and borrowing powers of the Company, the issue of debenture stock and other securities, the fixing of dividends in accordance with the price charged for gas, the payment of dividends yearly or half-yearly, the creation of reserve and insurance funds, and generally to make such provision as may be deemed expedient in regard to the regulation and management of the affairs of the Company.

9. To authorise the Company to construct and maintain and use mains, pipes, culverts, drains, and other works, and for that purpose, and for the general purposes of the intended Act, to cross, open, break up, divert, stop up, or otherwise interfere with streets (whether dedicated to the public use or not), roads, highways, railways, tramways, footways, lands, sewers, drains, pipes, electric, telegraphic, telephonic, hydraulic, or other apparatus, rivers, canals, bridges, navigations, streams, water-courses, passages, and other places, and to authorise the Company to lay pipes and other apparatus in and through buildings.



10. To exempt the Company from penalties for the non-supply of gas in certain cases; to authorise them to refuse to supply with gas any person in debt to them; to make provision in regard to the giving of notices by consumers of their intention to discontinue the supply of gas or to have premises supplied with gas, and in regard to the period for which allowances or surcharges shall be made in the event of meters being found to be defective, and in other respects to make provision in regard to the supply and consumption of gas.

11. To authorise the Company to supply gas in bulk, or otherwise, to any local authority, company, or person requiring a supply of gas for any purposes either within or beyond the limits of the intended Act.

12. To authorise the Company to acquire, hold, and use patent rights and licenses thereunder.

13. To provide for the recovery of demands in the county court.

14. To authorise the Company 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, engines, and other articles, apparatus, and things supplied, and for work done by the Company, and generally to confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

15. To vary or extinguish all or any rights and privileges which would or might interfere with the purposes of the intended Act, and to confer other rights and privileges.

16. To incorporate with the intended Act all or some of the provisions of the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Companies Clauses Acts, 1845 to 1889; and the Lands Clauses Acts, and so far as may be necessary or expedient to alter, amend, or extend all or some of the provisions of those Acts.

17. Plans of the lands intended to be taken, 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 of Cornwall, at his office at Bodmin, in that county, and with the clerk of the Urban District Council of Stratton and Bude, at his office at Bude, in the same county.

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

Dated this 15th day of November, 1900.

R. W. COOPER and SONS, 5, Victoria-street, Westminster, S.W., Solicitors and Parliamentary Agents.

In Parliament.—Session 1901.

Southport Waterworks (Transfer).

(Formation of Joint Water Board; Purchase by Compulsion or Agreement of Undertaking of Southport Waterworks Company, and Vesting of Undertaking in the Board; Winding up of Company; Definition and Extension of Water Limits; Application of Revenue and Profits and as to Deficiency; Levy and Collection of Rates; Reserve Fund; Confirmation of Agreements between Constituent Authorities; Borrowing of Money; Sinking Funds; Granting of Annuities; Extension to Board of Provisions of Public Health Acts; Issue of Stock; Trustees to Invest in Board's Secu-

rities; Promotion and Opposition of Bills; Raising of Contributions by Constituent Authorities; Settlement of Disputes; Repeal, Alteration, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1901, by the Mayor, Aldermen, and Burgesses of the borough of Southport, the Urban District Council of Birkdale, and the Rural District Council of West Lancashire, or some or one of them, for an Act for all or some of the following purposes and objects (that is to say):—

1. To constitute a Joint Water Board (hereinafter called "the Board"), consisting of representatives from or appointed by the Town Council of Southport, the Urban District Council of Birkdale, and the Rural District Council of West Lancashire, or some of those councils, for the purpose of acquiring, maintaining, extending, and managing the undertaking of the Southport Waterworks Company (hereinafter called "the Company"), and to incorporate the Board, and to confer on them all such powers as may be necessary or expedient for the purposes of the intended Act.

2. To define the constitution of the Board, and to make provision for the election, appointment, retirement, rotation, and qualification of the members of the Board, for the meetings of the Board, for the appointment of committees of the Board, for the appointment of proxies to attend meetings of the Board and committees, and the appointment and dismissal of officers, servants, and workmen of the Board, and to empower the Local Government Board to increase or to alter the number of representatives from each constituent authority.

3. To empower the Board to purchase by compulsion or agreement, and the Company to sell and transfer to the Board, the undertaking, rights, powers, and properties of the Company, to provide for the transfer to and vesting in the Board of the said undertaking, rights, powers, and properties, the application of the purchase-money, the payment of the debts of the Company, the redemption, cancellation, or extinction of all mortgages, debentures, ordinary and preference stock and shares of the Company, the employment of or compensation to officers and servants of the Company, and the winding up and dissolution of the Company, and the distribution of the purchase and other moneys and annuities amongst the several persons entitled thereto, and to confirm and carry into effect any agreement between the Company and the Promoters of the Bill, or any of them, for or in relation to the matters aforesaid.

4. To provide for the settlement by arbitration (in default of agreement) of the amount of compensation for and terms and conditions of the transfer to the Board of the Company's undertaking, rights, powers, and properties.

5. To define the limits for the supply of water by the Board.

6. To empower the Board to maintain, alter, improve, and enlarge the existing waterworks of the Company, or some of them, and to authorise the Board to acquire additional lands and easements by agreement, and to supply water for public, domestic, trade, shipping, and other purposes within the Company's limits of supply, and the township or parish of Altcar, within the district of the said rural district council, and to empower the Board to supply water for domestic purposes by measure.

7. To make further and better provision in regard to the supply of water, and amongst other things with reference to the following matters:—The prevention of waste, undue consumption and contamination of water, the testing and stamping of fittings, the entry of premises supplied with water, the execution of works in connection with the supply of water, and for the prevention of waste, undue consumption, and contamination of water, the pressure at which water is to be supplied, definition of domestic supply, water rates, and charges, the payment of water rates and charges by owners of small houses, trade supply, supply of houses partly used for trade, power to provide, sell, and let on hire meters and fittings, connections, disconnections with and injury to meters, service pipes, misuser of water and bye-laws and regulations.

8. To confer upon the Board all or some of the powers contained in the several Acts relating to the Company's undertaking, and to exempt the Board from the enactments limiting the profits of the undertaking.

9. To provide for the application of the revenue and profits arising from the water undertaking of the Board, and for meeting any deficiency in the net revenue of the Board, for the apportionment and payment of the deficiency (if any) between and by the Corporation of Southport and the District Councils represented on the Board (in this Notice referred to as "the constituent authorities"), or some or one of them, to provide for the recovery thereof, and to empower the Board to impose, levy, and collect rates within the districts of the constituent authorities, and to increase, alter, repeal, or extinguish existing rates, rents, assessments, and charges, and to make new or increased rates, rents, assessments, and charges in lieu thereof, and to grant exemptions from rates, rents, assessments, and charges, and to compound with the owners and occupiers of houses and premises for the payment of such rates, rents, assessments, and charges. To empower the Board and the constituent authorities, or any of them, to enter into and carry into effect arrangements for the collection by the constituent authorities, or any or either of them, of water rates, rents, and charges, and other moneys payable to the Board.

10. To provide for the formation of a fund for meeting deficiencies in the revenue of the undertaking, or any extraordinary claim or demand, and to provide for contributions thereto from the revenue of the Board, or from the constituent authorities.

11. To carry into effect, and, if necessary or expedient, to confirm the following agreements, viz. :—

(a) An agreement, dated the 10th day of April, 1900, between the mayor, aldermen, and burgesses of the borough of Southport, and the Rural District Council of West Lancashire, relating to the supply of water within the district of the said Council.

(b) An agreement, dated the 15th day of November, 1900, between the mayor, aldermen, and burgesses of the said borough, the said Urban District Council, and the said Rural District Council, relating to the purchase and acquisition of the undertaking of the Company, and the promotion of a Bill for that purpose.

12. To authorise the Board to borrow money for the purposes of the intended Act upon the security of their water undertaking or the revenue thereof, and upon improvement fund-

and rates, the district funds and general district rates, and any other rates or property of the constituent authorities, or some of them, or the contribution to be made by such authorities, and to empower the Board to grant and issue mortgages, debentures, and debenture stock in respect thereof; and to empower the Board to grant annuities chargeable upon the undertaking, rates, and property aforesaid, and to provide for the transfer and redemption of such annuities, and to enable the Board to take over the debenture stock and mortgage debt of the Company.

13. To make provision in regard to the sinking funds to be set aside in connection with the moneys to be borrowed for the purposes of the intended Act, and for the suspension of the same.

14. To extend and apply to the Board all or some of the provisions of the Public Health Acts relating to the construction of waterworks and supply of water, the purchase of land, the repeal, alteration, or amendment of Acts, the borrowing of money, and the granting of Provisional Orders; to authorise the Board to create and issue stock in the manner provided by Part V of the Public Health Acts Amendment Act, 1890, or any modification of that Act; to enable the Board to issue to the Company, or to the stock or share holders of the Company, and for the Company or their stock or share holders to accept stock of the Board as the consideration, or part of the consideration, for the purchase by the Board of the undertaking of the Company; to dispense with the consent of the Local Government Board in regard to stock created and issued for or in respect of the said purchase, and to alter and amend such last-mentioned Act, and to empower trustees to invest trust funds in such stock, or on any of the mortgages of the Board.

15. To authorise and empower the Board to promote and oppose Provisional Orders and Bills in Parliament, and to apply their funds or revenue to the payment of the costs and expenses attending such promotion or opposition.

16. To provide for the payment of the costs, charges, and expenses of and incidental to the said agreements, and the promotion of the Bill, and to empower the constituent authorities, or some of them, to pay such costs, charges, and expenses, and any sums which they may be required to contribute to the Board out of their respective improvement rates, general district rates, or other rates, and to empower them respectively to borrow money on the security of such rates.

17. To provide for the settlement by the Local Government Board, or by arbitration, of any question which may arise between the Board and the constituent authorities, or any of them, or between any of the constituent authorities.

18. To vary, repeal, or extinguish all existing rights, powers, 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, powers, and privileges.

19. To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts:—The Southport Waterworks Acts, 1854, 1856, 1867, 1870, 1878, and 1900, and all other Acts relating to the Company.

20. 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 Acts; the Companies Clauses Consolidation Act, 1845; the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Commissioners Clauses Act, 1847; the Local Loans Act, 1875; the Arbitration Act, 1889; the Trustee Act, 1893; and all Acts amending those Acts respectively.

Printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1900.

Dated this 16th day of November, 1900.

J. ERNEST JARRATT, Southport, Solicitor for the Bill.

LEWIN, GREGORY, and ANDERSON, 6, The Sanctuary, Westminster, S.W., Parliamentary Agents.

Light Railway Commissioners,  
November, 1900.

Dartford Light Railways.

NOTICE is hereby given that application is intended to be made in the month of November, 1900, to the Light Railway Commissioners by the Urban District Council of the Urban District of Dartford and the Rural District Council of the Rural District of Dartford, both in the County of Kent, and whose addresses are at the Sessions House, Dartford, aforesaid (hereinafter called "the Councils") for an Order under the Light Railways Act, 1896, authorising Light Railways in the Parish of Crayford in the Rural District of Dartford and in the Parish and Urban District of Dartford all in the County of Kent.

[In the following descriptions of the proposed Light Railways and Street Widening, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and when in the description of any of the proposed Light Railways or of the Street widening any distance is given with reference to any street or road which intersects or joins a street or road in which the Light Railway is to be laid (or which is to be widened) the distance is to be taken as measured along the centre of the street or road to be widened or in which the Light Railway is to be laid from the point at which lines drawn along the centres of the two streets or roads (or street and road) 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 that street or road.]

The proposed Light Railways, all wholly in the County of Kent, are as follows:—

Railway No. 1 commencing partly in the Parish and Urban District of Bexley, and partly in the Parish of Crayford, in the Rural District of Dartford, on the boundary between the said Parishes and Districts in Watling-street, opposite Gravel-hill, and passing along the said boundary where it coincides with the centre of the said street into the Parish of Crayford, in the Rural District of Dartford, into or along Dover-road, London-road, and Dartford-road, otherwise Watling-street, and along the boundary between the Parishes of Crayford and Dartford where it coincides with the centres of the said roads or street, and terminating partly within the Parish of Crayford in the Rural District of Dartford, and partly within the Parish and Urban District of Dartford in Dartford-road, otherwise Watling-street, opposite Maiden-lane.

Railway No. 2, wholly in the Parish and Urban District of Dartford, commencing by a junc-

tion with Railway No. 1 at its point of termination, and passing into or along Dartford-road, otherwise Watling-street, West-hill, Spital-street, High-street, Overy Liberty, East Hill, otherwise Watling-street, and the main road leading from Dartford to Gravesend, and terminating in the last-named road at the point where the same is crossed by the eastern boundary of the Urban District of Dartford.

Railway No. 3, wholly in the Parish and Urban District of Dartford, commencing by a junction with Railway No. 2 in High-street, passing thence into and along Hythe-street and terminating therein opposite the northern boundary of the entrance gateway to Messrs. Cory and Company's wharf, otherwise Lower Wharf.

Railway No. 3A (a short loop line) wholly in the Parish and Urban District of Dartford, commencing by a junction with Railway No. 3 in Hythe-street, 1·4 chains north-west of Spital-street, passing thence into Spital-street and terminating therein, by a junction with Railway No. 2, 3·2 chains west of Lowfield-street.

Railway No. 4, wholly in the Parish and Urban District of Dartford, commencing by a junction with Railway No. 3 in Hythe-street, 0·4 chain south of Gas-lane, passing thence into and along Gas-lane and Priory-road and terminating in the last named road, 2·3 chains north-west of Gas-lane.

Railway No. 4A (a short loop line) wholly in the Parish and Urban District of Dartford, commencing by a junction with Railway No. 4 in Gas-lane, 1·0 chain west of Hythe-street, passing thence into Hythe-street, and terminating therein by a junction with Railway No. 3, 1·0 chain north of Gas-lane.

Railway No. 5, commencing in the Parish and Urban District of Dartford by a junction with Railway No. 2 in High-street 0·6 chain west of Lowfield-street, passing thence into and along Lowfield-street, and terminating therein in the Parish of Wilmington, in the Dartford Rural District, 1·9 chain south of Oakfield-lane.

Railway No. 5A (a short loop line) wholly in the Parish and Urban District of Dartford, commencing by a junction with Railway No. 5, in Lowfield-street, 0·5 chain south of High-street, passing thence into High-street, and terminating therein by a junction with Railway No. 2, 0·6 chain east of Lowfield-street.

The proposed railways are intended to be constructed along the streets or roads above-mentioned, and for the purposes of the construction of the said Railways Nos. 1, 2, 3, 3A, 5 and 5A, the Council do not seek to acquire any lands or any rights or interests in such streets or roads other than a right or easement in perpetuity for breaking up the surface of and utilising such streets and roads and constructing, maintaining, working, and using the railways and works connected therewith.

For the purposes of Railways Nos. 4 and 4A the Council seek power to make in the said Parish and Urban District of Dartford a widening of Gas-lane on the north side thereof between Hythe-street and a point 3·3 chains west of the same street, and for this purpose to enter upon, take, and use such of the lands delineated on the plans, and described in the book of reference, as may be necessary or convenient for the purpose. The quantity of the lands so required is 0 acre, 0 rood, 8·5 poles.

The Order will seek power to authorise the

Councils to enter into and carry into effect contracts and agreements with any local authority, company, or person owning tramways, tramroads, or light railways connected or to be connected with the intended railways with respect to interchange of running powers, working of tramways or light railways, or otherwise.

The railways will be constructed on a gauge of 4 feet 8½ inches. The motive power proposed to be used on the railway is animal, electrical, or any mechanical power. Plans and sections of the proposed works, plans of the lands proposed to be taken, and a book of reference to the plans will be deposited on or before the 30th November instant at the Sessions House, Dartford, and may be seen at all reasonable hours, and copies of the draft Order will be deposited on or before the same day at the same offices, and at the offices of the undersigned Messrs. Baker, Lees & Co., 54, Parliament Street, Westminster, S.W., where they can be obtained on payment of one shilling per copy.

Any objections to the application should be made in writing to the Light Railway Commissioners, and be written on foolscap paper on one side only, and should be addressed and sent to the Secretary Light Railway Commissioners, 54, Parliament Street, London, S.W., as soon after the 30th November instant as possible, and at the same time a copy of such objections must be sent to the said Messrs. Baker, Lees & Co.

Dated this 14th day of November, 1900.

J. C. HAYWARD,

Solicitor,  
Dartford.

BAKER, LEES & Co.,  
54, Parliament Street, Westminster.  
Solicitors and Parliamentary Agents.

In Parliament—Session 1901.

Mersey Docks and Harbour Board.

(Construction of River Walls or Embankments in Township of Birkenhead for enclosing Foreshore and Lands; Compulsory Acquisition and Extinguishment of Rights over Foreshore and Lands to be enclosed; Tolls, &c.; Bye-laws, &c.; Power to make Entrances, &c., through Proposed River Walls or Embankments, and to take, &c., Waters from the River Mersey; Application of Moneys; Further Money Powers; Application and Amendment of Acts, &c.).

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by, or on behalf of the Mersey Docks and Harbour Board (hereinafter called "the Board") for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

1. To authorise the Board to make and maintain in the county of Chester, and on the bed and shore of the river Mersey the following river walls or embankments, or some or one of them, or some part or parts thereof respectively (that is to say):—

(1) A river wall or embankment (No. 1), wholly in the township of Birkenhead, in the county borough of Birkenhead, commencing at a point in the existing promenade or embankment about 3 chains northward from the eastern end of Bedford-road, leading to Rock Ferry Pier and Slip, extending thence eastwardly for a distance of about 12½ chains to and terminating at a point about 2¼ chains measured at right angles from Rock Ferry Slip aforesaid;

(2) A river wall or embankment (No. 2), wholly in the township of Birkenhead aforesaid,

said, commencing by a junction with the intended river wall or embankment (No. 1) at its termination as above described, extending thence northwardly for a distance of about 67 chains and terminating at or near the eastern end of Tranmere Ferry Slip;

(3) A river wall or embankment (No. 3), wholly in the township of Birkenhead aforesaid, commencing by a junction with the intended river wall or embankment (No. 2) at its termination as above described and with the intended river wall or embankment (No. 4) at its commencement as hereinafter described and terminating at or near the western end of Tranmere Ferry Slip;

(4) A river wall or embankment (No. 4), wholly in the township of Birkenhead aforesaid, commencing by a junction with the intended river wall or embankment (No. 2) at its termination as above described and with the river wall or embankment (No. 3) at its commencement as above described and terminating at a point in Birkenhead Ferry Slip about 3 chains westward from the eastern end of the said slip:

for the purpose of enclosing and reclaiming from the river Mersey foreshore and lands now belonging to the Board and other lands adjoining, or some part or parts thereof respectively, together with all necessary and convenient return walls, viaducts, columns, bridges, booms, rails, sidings, turn-tables, stations, approaches, roads, buildings, yards, shipping places, wharves, depots, warehouses, sheds, custom-houses, roofs, watch-houses, staiths, jetties, stairs, landing-places, stages, quays, gates, entrances, locks, slips, cranes, hydraulic lifts, dolphins, buoys, moorings, mooring-chains, sewers, drains, culverts, pumping-stations and apparatus, sluicing apparatus, and other works and conveniences in connection with the said river walls or embankments, or the enclosing, reclaiming, and use of the foreshore and lands so to be enclosed or reclaimed.

2. To empower the Board to acquire by compulsion or otherwise, or to extinguish, with or without compensation, all rights (if any) in, over, or affecting the foreshore and lands so to be enclosed or reclaimed.

3. To authorise lateral deviations from the line of the intended works to the extent 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.

4. To authorise and empower the Board to cross and alter and temporarily to stop up, take up, and divert, so far as may be necessary for the purposes of the intended works and of the Bill, but under and subject to such conditions and restrictions as may be provided by the Bill, roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the township of Birkenhead aforesaid.

5. To authorise the Board to purchase and take, by compulsion or by agreement, lands, houses, tenements, and hereditaments in the township of Birkenhead aforesaid and parts of the adjoining foreshore and bed of the river Mersey, for the purposes of the intended works and of the Bill and for the improvement or general purposes of their dock estate, and the Bill will or may vary or extinguish all or any rights or privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken.

6. To authorise the Board to levy tolls, rents, rates, and dues upon, and to make, alter, rescind, and enforce bye-laws, rules, and regulations for the conduct and management of persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, trucks, and other vehicles, using or passing over, or frequenting or resorting to the proposed works or any of them, or any part or parts thereof respectively, or any railways, rails, or sidings now or from time to time belonging to the Board, and to alter or vary the tolls, rents, rates, and dues which the Board are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of tolls, rents, rates, and dues, and to attach and provide for the recovery of penalties for the breach of any such bye-laws, rules, or regulations as aforesaid, or of any of the provisions of the Bill.

7. To authorise the Board from time to time to make entrances from or to the river Mersey through the proposed river walls or embankments with all necessary and convenient locks, gates, and piers, and by means thereof to take, impound, and use the waters of the river Mersey for the purposes of or in connection with any docks, basins, or works for the time being belonging to the Board or their tenants or assigns.

8. To empower the Board for any of the purposes of the proposed works and of the Bill to apply the income and any other moneys of the Board, and for those purposes and for the general purposes of their Undertaking to borrow and from time to time to re-borrow further money by the creation and issue of debenture stock or bonds or otherwise, and to raise further money by the granting of annuities.

9. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

10. To apply to the objects and purposes of the Bill, and so far as may be necessary or expedient to amend, 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): The Mersey Docks and Harbour Act, 1857; the Mersey Docks and Harbour (Works) Act, 1858; the Mersey Dock Acts Consolidation Act, 1858; the Mersey Docks (Money) Act, 1859; the Mersey Docks (Ferry Accommodation) Act, 1860; the Mersey Docks (Corporation Purchase) Act, 1861; the Mersey Docks (North Wall) Act, 1863; the Mersey Docks Act, 1864; the Mersey Docks (Outer Works Alteration) Act, 1866; the Mersey Docks (Shore Road Purchase) Act, 1866; the Mersey Docks (Various Powers) Act, 1867; Mersey Docks (Liverpool River Approaches) Act, 1871; the Mersey Dock (Liverpool Dock Extension) Act, 1873; the Mersey Dock (South Reserve Landing Stage) Act, 1873; the Mersey Docks Act, 1874; the Mersey Docks Act, 1875; the Mersey Dock (Canada Entrances) Act, 1876; the Mersey Docks Act, 1877; Mersey Docks Act, 1880; Mersey Docks Act, 1881; Mersey Docks and Harbour Board (Overhead Railways) Act, 1882; Mersey Docks Act, 1884; Mersey Docks and Harbour Board (Overhead Railways) Act, 1887; Mersey Docks and Harbour Board Act, 1889; Mersey Dock Act, 1891; Mersey Dock (Various Powers) Act, 1893; Mersey Dock (Tranmere Lands) Act, 1893; Mersey Dock Act, 1897; Mersey Docks (New Works) Act, 1898; Mersey Docks (Various Powers) Act, 1898; Mersey Docks (Pilotage, &c.) Act, 1899; Mersey Docks (Finance) Act, 1899; the Mersey Docks and Harbour Act, 1900; and all or any other Acts relating to the Board.

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 situation and levels thereof, with books of reference to such plans, and a copy of this notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county, and with the Town Clerk of the county Borough of Birkenhead aforesaid, at his office.

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, 1900.

W. C. THORNE, Dock Solicitor, Liverpool,  
REES & FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Fairford and Cirencester Railway.

(Incorporation of Company; Construction of Railways from Fairford to Cirencester; Compulsory Purchase of Lands; Tolls &c.; Running Powers over Railways of Great Western and Midland and South Western Junction Railway Companies; Working Agreements with Subscription and Application of Funds and Provision for Exercise of Powers of Bill by and Additional Capital Powers to those Companies; Payment of Interest out of Capital; 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 purposes or some of the purposes following (that is to say):—

1. To incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways and works hereinafter mentioned which will be wholly situate in the county of Gloucester or some or one of them or some part or parts thereof respectively together with all necessary and convenient bridges viaducts rails sidings junctions stations approaches buildings and conveniences connected therewith (that is to say):—

A Railway No. 1 commencing by a junction with the East Gloucester Branch Railway of the Great Western Railway Company at or about the termination thereof in the parish of Fairford and terminating in the property numbered on the Ordnance map (scale  $\frac{1}{25000}$ ) 42 in the parish of Siddington at a point 11 chains or thereabouts northward of the south-easternmost corner of that property.

A Railway No. 2 commencing by a junction with Railway No. 1 at its termination above described and terminating in the parish of Cirencester by a junction or junctions with the Cirencester Branch Railway of the Great Western Railway Company at a point  $6\frac{1}{2}$  chains or thereabouts measuring along that railway in the direction of the Cirencester Station thereon from the distance post on that branch railway denoting  $94\frac{1}{2}$  miles from Paddington.

A Railway No. 3 commencing by a junction with Railway No. 1 at or about its termination as above described and terminating by a junction or junctions with the Midland and South Western Junction Railway at a point  $6\frac{1}{2}$  chains or thereabouts measured in a southerly direction along the said Midland and South Western Junction Railway from the southern end of the platform of the Cirencester passenger station thereon.

The said intended railways and works will be made or pass from, in, through, or into the fol-

lowing parishes or some of them (that is to say):—Fairford, Kempford, Maisey Hampton, Poulton, Ampney St. Peter, Ampney St. Mary, Harnhill, Preston, Siddington, and Cirencester.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned 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.

3. To empower the Company to cross, open, or break-up, divert, alter, or stop-up, whether temporarily or permanently all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, telegraphic and telephonic apparatus, within the parishes aforesaid or any of them as it 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.

4. To authorise the Company to purchase and take by compulsion or agreement lands, houses, tenements, and hereditaments for the purposes of the intended railways and other works and of the Bill, 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 if thought fit to authorise the Company, notwithstanding the 92nd Section of the Lands Clauses Consolidation Act 1845 to purchase and take parts only of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works and the portions of railway over which running powers are sought as hereinafter mentioned, and to vary tolls, rates, and charges thereon, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company and any company or persons for the time being working or using the railway of the Company or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains or for any other purpose whatsoever and for the purposes of their traffic of every description, so much of the Cirencester Branch Railway of the Great Western Railway Company as will lie between the junction of Railway No. 2 with that branch railway and the Cirencester Station thereon, and so much of the East Gloucester Branch Railway of the Great Western Railway Company as will lie between the junction of Railway No. 1 with that branch railway and the Fairford Station thereon, and so much of the railway of the Midland and South Western Junction Railway as will lie between the junction of Railway No. 3 with that railway and the Cirencester Station thereon.

Together with those 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 con-

nected with the said portions of railway and stations respectively.

7. To empower the Company on the one hand and the Great Western Railway Company and the Midland and South Western Junction Railway Company 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 parties or any or either of them of the proposed 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 parties or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting parties 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 confirm any agreements which have been or may be made touching any of the matters aforesaid.

8. To empower the Great Western Railway Company and the Midland and South Western Junction Railway Company or either of them to subscribe or contribute towards the capital of the Company, and to take and hold shares or stock therein, and to appoint directors of the Company, and to apply any capital or funds belonging to them respectively to such purposes and for such purposes to raise further capital by the creation of shares or stock (preference or ordinary) or by borrowing.

9. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act 1845 contained to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

10. Or the Bill, instead of conferring the above powers upon the Company will or may confer all or some of such powers upon the Great Western Railway Company and the Midland and South Western Junction Railway Company either alone or jointly with each other or with the Company and in that event will or may empower the said Great Western Railway Company and the Midland and South Western Junction Railway Company or either of them for the purpose of exercising the powers so conferred upon them to apply their funds and revenues and to raise further money by the creation and issue of new shares or stock (preference or ordinary) or by borrowing.

11. 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 or privileges.

12. 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 following (that is to say) 47 and 48 Vict. cap. 164 and any other Act or Acts relating to the Midland and South Western Junction Railway Company or their undertaking; 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking.

Plans and sections showing the lines, situations, and levels of the works proposed to be authorised by the Bill, and the lands and other property intended to be compulsorily 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 of the occupiers of such lands and other property together with 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 Gloucester at his office at Gloucester.

And on or before the same day copies of so much of the said plans, sections, and Books of Reference as relate to the several areas hereinafter mentioned in or through which the works proposed to be authorised by the Bill as aforesaid will be made or in which any lands or other property intended to be taken compulsorily under the powers of the Bill are situate together with a copy of this Notice, will be deposited for public inspection in the case of the parish and Urban District of Cirencester with the Clerk to the District Council for that district at his office, and in the case of any other parish mentioned in this Notice (a) if a parish council has been constituted for or including such parish, with the Clerk to such Parish Council at his office, or if he has no office at his residence, or if there is no such Clerk with the Chairman of such Council at his residence, and (b) if no Parish Council has been constituted for or including such parish with the Clerk to the District Council for the rural district of Cirencester.

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 15th day of November 1900.

DEVONSHIRE MONKLAND DAVIES and SANDERS 1 Frederick's Place Old Jewry London E.C. Solicitors.

REES and FRERE 5 Victoria Street Westminster Parliamentary Agents.

In Parliament.—Session 1901.

Warkworth Harbour.

(Abolition of the present Commissioners and in lieu thereof the Creation and Incorporation of a new body of Commissioners with provisions as to their Qualification, Nomination, Appointment, and Election, and Transfer to them of Warkworth Harbour, and the Property, Rights, &c., of the present Commissioners; Extending Limits of Port and Harbour of Warkworth; Power to Commissioners to Construct New Piers or Breakwaters, Tidal Dock, and Subsidiary Works; to Dredge and Improve the Harbour; to Reclaim Lands and Foreshore in Birling and Amble; to Acquire Compulsorily or by Agreement Lands, Buildings, Foreshore, and Bed of Harbour, and Stop up Footways; to Break up Roads; to Load and Unload Ships and Perform Services in relation thereto, and to the cargo thereof; to License Tug-Boats and Prohibit Boats not so Licensed, and to Levy New and Alter Existing Tolls, Rates, and Charges; Agreements with District Councils and Powers to them; Generating Stations; Superfluous Lands; Additional Borrowing Powers and Priorities of Loans; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that the Commissioners of Warkworth Harbour 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 (that is to say):—

No. 27249.

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1. To repeal the provisions of the local Act 10 and 11 Vict., Cap. 128, relating to the appointment of Commissioners and to abolish the existing Commissioners and create and incorporate a new body of Commissioners (hereinafter called "the Commissioners") and vest in them the Harbour of Warkworth and the real and personal property, rights, powers, privileges, authorities, and duties of the present Commissioners, and to make such provision as the Bill may define or as Parliament may prescribe with respect to the qualification, nomination, appointment, election, retirement, and going out of office, meetings, and proceedings of the Commissioners, and with respect to the bodies and persons by whom they are to be nominated, elected, or appointed.

2. To extend the limits of the Port and Harbour of Warkworth, in the County of Northumberland (hereinafter referred to as "the Harbour"), so as to comprise—

The River Coquet, and the estuary thereof, seaward from Warkworth Bridge, the boundaries of the said river and estuary being the lines marked H.W.M.O.T. on the 25-inch Ordnance map of the parishes of Warkworth, Birling, and Amble, 1897, sheets xxxix 15, 16, and xlv 4, Northumberland, and also so much of the foreshore and bed of the sea as lies below high-water mark, and is bounded on the north-west by a line drawn due north-east from the point where the boundary between the townships or parishes of Birling and Amble meets high-water mark on the said Ordnance map, and on the south-east by a line drawn due north-east from the north-east corner of the Link House situated on Amble Links, and on the north-east by a line drawn due north-west and south-east at a distance of 1,000 yards from the beacon at the extremity of the existing North Pier of Warkworth Harbour, and also including all piers, quays, wharves, dolphins, land, and property which for the time being belong to the Commissioners;

and to constitute the Commissioners the Port and Harbour Authority of the Harbour as defined, and to make applicable to the Harbour so extended all or certain of the provisions of the Warkworth Harbour Act, 1847, as amended or altered by the Bill.

3. To authorise the Commissioners to construct and maintain, wholly in the township and urban district of Amble, and in the township of Birling, in the rural district of Alnwick, both in the County of Northumberland, and the bed of the German Ocean adjoining that County, the following works (that is to say):—

Work No. 1.—A pier or breakwater (No. 1), wholly in the said township of Amble, and in the bed of the sea, commencing at the termination of the present North Pier, extending seaward in the same direction as the last constructed 100 feet of the said pier for a distance of 300 yards, and there terminating in the bed of the sea.

Work No. 2.—A pier or breakwater (No. 2), wholly in the said township of Amble, and in the bed of the sea, commencing at Pan Point, and extending seaward for a distance of 370 yards in a due north-easterly direction, and there terminating in the bed of the sea.

Work No. 3.—A tidal dock or basin, wholly in the said two townships, about 100 yards in

width, commencing at the Fish Quay in the said township of Amble, and terminating in the said township of Birling at a point about 300 yards from the said Fish Quay measured in a north-westerly direction towards "The Braid."

4. To empower the Commissioners to dredge, scour, deepen, preserve, and improve the Harbour and the channels and approaches thereto, and the appurtenances and conveniences thereof, and to remove wrecks and obstructions to the safe navigation thereof, whether within or without the Harbour, and to make provision for the cost of such removal, and to provide and maintain all necessary dredging and other machines, engines, barges, and craft necessary for the purpose.

5. To authorise the Commissioners, with the consent of the Board of Trade, to reclaim the whole or any part of any lands or foreshore in the said townships of Birling and Amble, now vested in or to be acquired by them under the powers of the Bill.

6. To authorise the Commissioners to acquire, compulsorily or by agreement, or to take on lease lands (including in that word where used in this Notice, lands, buildings, foreshore, easements, and hereditaments), for all or any of the purposes of the Bill and of the Harbour, and to constitute the same a part of the Harbour.

7. To empower the Commissioners to purchase (subject or not to any rights of fishery or other special rights) the whole or any part or parts of the bed and soil of so much of the Harbour as is within the said intended piers:

8. To enable the Commissioners on any lands or foreshore for the time being belonging to them, or within the limits of the Harbour to sink wells and bore for water for the supply of vessels and the use of the Harbour, to construct and maintain all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving docks, patent or other slips for the repair of vessels, lay-bys, gates, sluices, culverts, by-passes, arches, bridges (fixed or opening), sewers, drains, embankments, towing paths, walls, jetties, landing places, dolphins, moorings, buoys, beacons, lights, groynes, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, cranes, lifts, staithes, drops, railways, tramways, rails, junctions, sidings, turntables, signals, stations, roads, approaches, works, and appliances which may be necessary or convenient for or incidental to the before-mentioned works or any of them or for the general purposes of the undertaking of the Commissioners.

9. To authorise the Commissioners for the purposes of or in connection with the construction or maintenance of the respective works herein-before described or referred to or any of them, and of the Bill, to exercise the powers usually conferred on railway companies for the construction or maintenance of railways, and especially the powers granted by Section 16 of the Railways Clauses Consolidation Act, 1845, and to cross, open, or break up, divert, raise, lower, alter, stop up, or interfere with either temporarily or permanently (and if permanently to appropriate the site and soil and to extinguish all rights of way over) streets, roads, highways, footpaths, railways, tramways, rivers, streams, watercourses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, telephonic, electric, and other wires, pipes, and apparatus, and other works, so far as may be necessary for

the purposes of the said works and of the Bill, and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works as shown on the plans and sections to be deposited as hereinafter mentioned.

10. The Bill will extinguish all rights of way over and will or may vest in the Commissioners the site and soil of the portions of roads and footpaths rendered unnecessary by reason of any diversions thereof, or which are shown on the deposited plans hereinafter referred to as intended to be stopped up or diverted, or which are included within the limits of the lands shown on those plans as intended to be compulsorily taken, and which shall be so taken or which they are in any way authorised to stop up, and will provide for the construction and maintenance of any new roads, and will or may authorise the Commissioners and any local or road authority or any person or persons interested therein to enter into agreements and contracts for or in relation to any of the matters aforesaid, and will or may confirm, with or without alteration, any such agreements which may have been or which during the progress of the Bill may be entered into in relation to any of the matters aforesaid, and will or may authorise any such Authority for such purposes to apply their funds and rates and levy new or additional rates.

11. To empower the Commissioners from time to time to sell, exchange, demise, and grant building or other leases and otherwise dispose of any lands or other property to be acquired under the powers of or which may be appropriated to the purposes of the Bill, and for such terms or periods as (notwithstanding anything contained in the Harbours, Docks, and Piers Clauses Act, 1847, or any other Act or Acts) they think proper, or as may be prescribed or provided for by the Bill, and to erect workmen's dwellings thereon, and to sell or let the same, and to lease or grant the use or occupation of or easements in and rights over any warehouses, buildings, sheds, wharves, yards, cranes, machines, or other appliances and conveniences belonging to or provided by them.

12. To empower the Commissioners to appropriate any quays, wharves, jetties, or water-space in the Harbour to and for the use of particular trades, persons, or companies, and to enable the Commissioners and any such company, person, or persons to enter into and fulfil contracts and agreements for or in relation thereto.

13. To empower the Commissioners to measure, weigh, ship, unship, tranship, land, re-land, barge, pile, unpile, house, unhouse, remove, tare, mark, cooper, repair, sample, watch, insure, porter, collect, receive, and deliver articles, and perform any other duties or services in respect of goods, merchandise, and things brought to or within the Harbour premises or works of the Commissioners, and if necessary to sell any articles for payment of rents and charges or customs duties, and to prohibit any persons other than those appointed by the Commissioners from performing such duties or services.

14. To authorise the Commissioners to provide (with or without charge for the hire, use, or supply thereof) the requisite machinery, gear, appliances, and labour for the discharging, unloading, removal, and loading of cargo from or into vessels in the Harbour, premises, and works of the Commissioners, and themselves

to effect such discharge, unloading, removal, and loading, and to charge therefor, or to defray the whole or any portion of the cost of such discharging, unloading, removal, or loading in such circumstances and cases as they think fit.

15. To enable the Commissioners to build, purchase, hire, let, and charge for the use of tug boats, and to supply and charge for the supply of ballast and water respectively, and to license tug boats and the masters thereof, and to prohibit within the Harbour and the Docks and other works of the Commissioners, the use of any tug boat not licensed by or being commanded by a master licensed by the Commissioners, and to suspend and revoke such licenses.

16. To enable the Commissioners from time to time to fix, alter, demand, take, and recover tolls, rates, rents, duties, and other charges for or in respect of the use of the Harbour or of any channel leading thereto or any part or parts thereof respectively, and of any docks, graving docks, warehouses, sheds, railways, tramways, basins, wharves, quays, jetties, lifts, staiths, cranes, locks, and other works connected therewith or in any way forming part of their undertaking, and for or in respect of all services and labour performed, used, or employed by the Commissioners in connection therewith, and to confer exemptions from and from time to time compound for any such tolls, rents, rates, duties, and other payments, and to alter existing tolls, rates, and charges payable in respect of the use of the Harbour or any part or parts thereof or appliances therein.

17. To empower the Commissioners from time to time to make and enforce bye-laws and regulations for all or any of the purposes of the Bill, and especially for the following or any of the following purposes:—For prohibiting, removing, and regulating the placing of any matters or things which in the judgment of the Commissioners may interfere with the navigation of the Harbour, or the safe and convenient user thereof, or of the docks, premises, or works of the Commissioners; and for regulating the use of the Harbour, the speed of vessels navigating the same, and the conduct of the masters, officers, and crews of vessels, pilots, stevedores, coal trimmers, and other persons using and frequenting the same; for prescribing the terms, conditions, and payments on which licenses for tug-boats and masters thereof shall by the Commissioners be granted, suspended, or declared to be forfeited, and for regulating the conduct of persons so licensed; for prohibiting the user in the Harbour or the approaches thereto of tug-boats unlicensed or in charge of unlicensed persons; for regulating the times and manner of paying and the places for payment of the tolls, rates, and charges for the use of the Harbour and any channel leading thereto, docks, tramways, warehouses, transit and other sheds, works, machinery, apparatus, and appliances of the Commissioners, and for the use of tug-boats whether of the Commissioners or otherwise.

18. To authorise the Commissioners and the district councils of the said districts, or either of them, and all authorities, bodies, and persons interested in any of the purposes of the Bill, and any tenant for life or person having limited interest in lands which would be benefited by the Bill, to enter into and fulfil contracts and agreements for or in relation thereto, and the Bill will or may confirm with or without alteration any such contract or agreement which may

have been or which may be entered into prior to the passing of the Bill, and authorise the said councils and any such authorities to apply their rates, funds, and revenues for the purposes thereof, and to borrow moneys on the security thereof.

19. To authorise the Commissioners to generate, store, and use electricity for purposes of light, heat, and motive power, and to construct and maintain a generating station on the following lands belonging or reputed to belong to the Commissioners (that is to say):—

A triangular piece of land in the said township of Amble, bounded on the south-east and east by Broomhill Staiths, and on the north by the quay.

20. To define the debt of the Commissioners, to provide for the payment of any arrears of interest, or for the capitalising thereof, and to define the priorities of any existing or future debts of the Commissioners.

21. To enable the Commissioners, for the purposes of the Bill and of the Harbour, to borrow and re-borrow money on the credit of their tolls, rates, and duties, and other their revenues and property, and to grant Mortgages, Debentures, and Annuities (perpetual or otherwise), and to create debenture stock.

22. The Bill will vary and extinguish all rights and privileges which will or may interfere with any of its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alteration, all or such of the powers and provisions as may be thought expedient of the Lands Clauses Acts; the Local Loans Acts; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; the Harbours, Docks, and Piers Clauses Act, 1847; and the Commissioners Clauses Act, 1847; and will alter, amend, and extend, and, so far as may be necessary, repeal the powers and provisions of the Warkworth Harbour Act, 1847; the Warkworth Dock Act, 1851; and the Warkworth Harbour Act, 1893; and any other Act relating directly or indirectly to the Commissioners or to the Harbour.

Duplicate plans and sections, showing the lines, situations, and levels of the proposed 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 taken compulsorily 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 County of Northumberland, at his office at Newcastle-upon-Tyne; with the Clerk of the Urban District Council of Amble, at his office at Queenstreet, Amble; and with the Clerk of the Rural District Council of Alnwick, at his office at the Poor Law Union Offices, Alnwick.

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, 1900.

WILLIAM A. CRUMP and SON, 10, Philpot-lane, London, E.C., Solicitors.

DYSON and Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

## Board of Trade—Session 1901.

## Swindon Corporation Tramways.

(Construction of Tramways; Gauge, Motive Power; Passing Places, Sidings, &c.; Breaking up of Streets, &c.; Interlacing Lines, Mechanical Traction Works; Working; Tolls, Rates, and Charges; Borrowing Powers; Incorporation of Acts; and other matters.)

NOTICE is hereby given that the Mayor, Aldermen, and Burgesses of the borough of Swindon (hereinafter called "the Corporation") intend to apply to the Board of Trade, on or before the 22nd day of December, 1900, for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing session, for all or some of the following, amongst other purposes (that is to say):—

1. To authorise the Corporation to construct and maintain in the borough of Swindon, in the parishes of St. Barnabas, Rodbourne Cheney, St. Mark's, St. Paul's Swindon, and Lyddington, in the county of Wilts, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, sheds, buildings, works and conveniences connected therewith respectively.

(Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which two lines drawn along the centres of the two streets, and continued, would intersect each other, and a point described as opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.)

The tramways proposed to be authorised are the following:—

Tramway No. 1 (4 miles 0 furlongs 6·80 chains or thereabouts in length, of which 3 miles 0 furlongs and 6·25 chains will be single line and 1 mile 0 furlongs and ·55 chains will be double line) commencing at the Municipal boundary in the Cricklade-road, proceeding thence along Cricklade-road, Drove-road, Manchester-road, Mill-street, Milford-street, Fleet-street, Bridge-street, Regent-street, Regent-circus, Victoria-road, Victoria-street, Bath-road, Wood-street, High-street, Market-square, and Marlborough-road, and terminating at the Municipal boundary in that road.

Tramway No. 1 will be laid as a single line except in the following places, where it will be laid as a double line (that is to say):—

- (a). Between the commencement and a point 3 chains distant therefrom.
- (b). Between a point opposite Edinburgh-street and a point 3 chains north therefrom.
- (c). Between a point opposite Whiteman's-street and a point 3 chains southward therefrom.
- (d). Between two points respectively 0·5 chain and 3·5 chains south of Beatrice-street.
- (e). Between points respectively 1·50 chains north and west of the intersection of Dover-road and Manchester-road.
- (f). Between Alfred-street and Corporation-street.
- (g). Between Aylesbury-street and Wellington-street.
- (h). Between two points respectively 0·50 chain east and west of Cromwell-street.
- (i). Between a point 1 chain north-east of Temple-street and Rolleston-street.
- (j). Between two points respectively 1 chain and 4 chains west of Byron-street.

(k). Between two points respectively 1·5 chains and 8 chains south of Hunt-street.

(l). Between Prospect-place and a point 3 chains north therefrom.

(m). Between a point opposite the centre of Market-square and a point 7·65 chains north-west therefrom.

(n). Between two points respectively 1 chain and 4·4 chains south of the entrance to the house known as the "Lawn," in Marlborough-road.

(o). Between two points respectively 1 chain and 4 chains south of the road out of Marlborough-road leading to the Sewage Farm.

(p). Between two points respectively 13 chains and 16 chains west of the road leading out of Marlborough-road to Broom Farm.

(q). Between two points respectively 1·5 chains and 4·5 chains east of the said road leading to Broom Farm.

(r). Between two points respectively 11 chains and 14 chains east of the said road leading to Broom Farm.

(s). Between two points respectively 24 chains and 27 chains east of the said road leading to Broom Farm.

(t). Between two points respectively 2 chains and 5 chains west of entrance to house on the hill in Marlborough-road occupied by Mrs. Ellett.

(u). Between the termination and a point 5·8 chains west therefrom.

Tramway No. 2 (1 mile 4 furlongs 5·35 chains, or thereabouts, in length, of which 1 mile 0 furlongs 5·55 chains will be single line and 3 furlongs 9·80 chains will be double line) commencing at the Municipal boundary in Rodbourne-road, proceeding thence along Rodbourne-road, Park-lane, Faringdon-road, Faringdon-street, and Fleet-street, and terminating in Fleet-street by a junction with Tramway No. 1 at a point 1 chain east of the intersection of that street and Bridge-street.

Tramway No. 2 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

- (a). Between the commencement and a point 3 chains therefrom.
  - (b). Between two points respectively 1 chain north of Ifley-road and 3 chains south-west therefrom.
  - (c). Between two points respectively 2 chains and 5·8 chains south of the Great Western Railway Bridge.
  - (d). Between Thomas-street and Hawkins-street.
  - (e). Between two points respectively 2 chains and 1 furlong 4 chains south of Linslade-street.
  - (f). Between Park-road and a point 3 chains south therefrom.
  - (g). Between Birch-street and a point 3 chains east therefrom.
  - (h). Between two points respectively 1 chain and 4 chains west of Theobald-street.
  - (i). Between two points respectively 1 chain and 4 chains east of Milton-street.
  - (j). Between two points respectively 1·5 chains and 4·5 chains east of Catherine-street.
- Tramway No. 3 (3 furlongs 5·10 chains, or thereabouts, in length, of which 2 furlongs 6·10 chains will be single line and 9 chains double line) commencing by a junction with Tramway No. 2 in Faringdon-road at a point ·50 chain west of the intersection of that road with Milton-road, proceeding thence along Milton-road and Commercial-road and terminating in that

road by a junction with Tramway No. 1 at a point .50 chain east of the intersection of that road and Eastcott Hill.

Tramway No. 3 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

- (a). Between two points respectively 1 chain and 4 chains from the commencement.
- (b). Between Curtis-street and 3 chains west therefrom.
- (c). Between the termination and 3 chains east therefrom.

Tramway No. 3A (1 chain or thereabouts in length), which will be a single line commencing by a junction with Tramway No. 2 in Faringdon-road at a point .50 chain north-east of the intersection of that road and Milton-road and terminating in Milton-road by a junction with Tramway No. 3 at a point .50 chain south of the intersection of the said two roads.

Tramway No. 4 (1 mile 1 furlong 0.90 chains or thereabouts in length, of which 5 furlongs 9.20 chains will be single line, and 3 furlongs 1.70 chains will be double line), commencing in Faringdon-road by a junction with Tramway No. 2 at a point 0.50 chain west of the intersection of that road and Cambria Bridge-road, proceeding thence along Cambria Bridge-road, Radnor-street, Clifton-street, King's-hill, the Sands, and Bath-road, and terminating by a junction with Tramway No. 1 at a point 0.50 chain east of the intersection of that road and Victoria-street.

Tramway No. 4 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

- (a). Between the commencement and 3 chains therefrom.
- (b). Between two points respectively 2 chains and 5 chains south of Curtis-street.
- (c). Between the entrance to the cemetery and a point 6.9 chains west therefrom.
- (d). Between two points respectively 2 chains and 5 chains north-west of Ashford-road.
- (e). Between King's Hill-road and a point 9.8 chains east therefrom.
- (f). Between two points respectively 3 chains and 6 chains west of Avenue-road.
- (g). Between two points respectively 0.5 chain and 3.5 chains west of Victoria-street.

Tramway No. 4A (1 chain, or thereabouts, in length), which will be a single line commencing by a junction with Tramway No. 2 in Faringdon-road at a point .50 chain north of the intersection of that road and Cambria Bridge-road, and terminating by a junction with Tramway No. 4 in Cambria Bridge-road at a point .50 chain south of the intersection of that road and Faringdon-road.

Tramway No. 5 (6 furlongs and 6 chains, or thereabouts, in length, of which 4 furlongs 4.60 chains will be single line, and 2 furlongs

1.40 chains will be double line), commencing in Bath-road by a junction with Tramway No. 1, at a point .50 chain west of the intersection of that street with Devizes-road, thence along that road to and terminating at the Municipal boundary.

Tramway No. 5 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

- (a). Between two points respectively 1 chain and 4 chains from the commencement.
- (b). Between two points respectively 6 chains and 9 chains from the commencement.
- (c). Between Newport-street and 3 chains south therefrom.
- (d). Between Springfield-road and 3 chains south therefrom.
- (e). Between two points respectively .5 chain and 3.5 chains south of the entrance to the house called the "Croft" in Devizes-road.
- (f). Between two points respectively 3.5 chains and 6.5 chains south of the footpath leading to Marlborough-road.
- (g). Between the termination and 3 chains therefrom.

Tramway No. 6 (7.10 chains, or thereabouts, in length, of which 1 chain will be single line and 6.10 chains will be double line), commencing in Station-road at a point thereon 1.50 chains, or thereabouts, measured in a south-westerly direction from the intersection of that road and Wellington-street, proceeding thence in a north-easterly direction along Station-road, thence along Wellington-street to and terminating in Milford-street by a junction with Tramway No. 1 at the commencement of Milford-street.

Tramway No. 6 will be laid as a single line, except in the following place, where it will be laid as a double line (that is to say):—

Between the commencement and a point 6.10 chains therefrom.

Tramway No. 6A (1 chain or thereabouts in length), which will be a single line commencing in Wellington-street by a junction with Tramway No. 6, opposite the south-east corner of Wellington-street, and terminating by a junction with Tramway No. 1 in Mill-street at a point .50 chain from the west end of that street.

Tramway No. 7 (1.25 chains or thereabouts in length), which will be a single line commencing in Mill-street by a junction with Tramway No. 1 at a point .50 chain north-east of the corner of Aylesbury-street and Mill-street, and terminating at the site of the proposed tramway station, 1.25 chains measured in a south-easterly direction from its commencement.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway:—

No. of Tramway.	Road or street.	Side or sides of street.	Narrow places.
1	Cricklade-road .. ..	Both ..	Between the Municipal boundary and a point 5.5 chains therefrom.
1	Cricklade-road .. ..	Both ..	Between a point .35 chain south of Hintor-street to a point .35 chain south of Bright-street.

No. of Tramway.	Road or street.	Side or sides of street.	Narrow places.
1	Cricklade-road .. ..	Both ..	Between a point .60 chain south of Beatrice-street and a point 1.20 chains north of the north side of the railway bridge.
1	Cricklade-road .. ..	Both ..	Between a point .20 chain north of the north side of the railway bridge and a point 1.20 chains south thereof.
1	Drove-road .. ..	West ..	Between two points respectively opposite and 1.70 chains north of Manchester-road.
1	Manchester-road .. ..	Both ..	Between a point opposite Drove-road and a point 1.60 chains east of Rosebery-street.
1	Manchester-road .. ..	Both ..	Between a point .35 chain west of Alfred-street and a point .20 chain east of Corporation-street.
1	Mill-street.. ..	Both ..	Between a point .20 chain west of Aylesbury-street and a point .70 chain east of Wellington-street.
1	Milford-street .. ..	North-west	Between Wellington-street and the east side of the canal bridge.
1	Milford-street and Fleet-street	Both ..	Between the north end and south end of the canal bridge.
1	Fleet-street .. ..	North ..	Between the south end of the canal bridge and a point .50 chain east of Bridge-street.
1	Bridge-street .. ..	West ..	Between Fleet-street and the south-east side of the canal bridge.
1	Regent-street .. ..	East ..	Between the north side of the canal bridge and a point 1.50 chains north of Temple-street.
1	Regent-street .. ..	West ..	Between the south side of the canal bridge and a point 1.40 chains south of Cromwell-street.
1	Regent-circus .. ..	West and north	Between a point opposite the entrance to the Municipal Buildings and a point .50 chain south of Rolleston-street.
1	Victoria-road .. ..	North ..	Between Rolleston-street and a point .30 chain east of Byron-street.
1	Victoria-road .. ..	East ..	Between two points, respectively 1.70 chains and 3.10 chains south of Groundwell-street.
1	Victoria-road .. ..	West ..	Between a point 1.40 chains south of Hunt-street to a point opposite Cannon-street.
1	Victoria-street .. ..	West ..	Between Cannon-street and a point 1 chain north of Stanley-street.
1	Victoria-street .. ..	East ..	Between two points respectively 2.60 chains north and .60 chain south of Prospect-place.
1	Victoria-street .. ..	West ..	Between two points respectively opposite Prospect-place and Bath-road.
1	Wood-street .. ..	South ..	Between two points respectively opposite Devizes-road and High-street.
1	High-street .. ..	West ..	Between two points respectively opposite Wood-street and the south-west side of Market-square.
1	Marlborough-road .. ..	West ..	Between a point opposite the south-west side of Market-square and a point 3 chains north of the road leading to the Sewerage Farm.
1	Marlborough-road .. ..	West and south	Between a point 1 chain south of the road leading to the Sewerage Farm and the Municipal boundary.
1	Marlborough-road .. ..	East ..	Between two points respectively 1.50 chains north of and opposite the entrance to the house known as "The Lawn."
1	Marlborough-road .. ..	East ..	Between two points respectively 1.40 chains south and 4.90 chains south of the said entrance to "The Lawn."
1	Marlborough-road .. ..	North-east	Between two points respectively 10 chains and 7 chains north-west of the road leading to Broom Farm.
1	Marlborough-road .. ..	North-east	Between two points respectively 1 chain and 4 chains south-east of the road leading to Broom Farm.



No. of Tramway.	Road or street.	Side or sides of street.	Narrow places.
1	Marlborough-road ..	North ..	Between two points respectively 40 chain and 340 chains south-east of the corner of copse.
1	Marlborough-road ..	North ..	Between two points respectively 350 chains and 50 chain west of the roadway leading to the Quarry.
1	Marlborough-road ..	North ..	Between two points respectively 5 chains and 2 chains west of the gate to the house on the hill occupied by Mrs. Ellett.
1	Marlborough-road ..	North ..	Between a point opposite the barn adjoining the road at Coate Farm and the Municipal boundary.
2	Rodbourne-road ..	East ..	Between the Municipal boundary and a point 120 chains south of the canal bridge.
2	Rodbourne-road ..	East ..	Between a point 80 chain north of the Great Western Railway bridge and a point 550 chains north of Hughes-street.
2	Rodbourne-road ..	East ..	Between a point 20 chain south of Thomas-street to a point 50 chain north of Hawkins-street.
2	Rodbourne-road ..	East ..	Between a point 150 chains south of Linslade-street and a point 50 chain north of the footbridge over that street.
2	Rodbourne-road ..	West ..	Between the municipal boundary and a point 3 chains south therefrom.
2	Rodbourne-road ..	West ..	Between two points respectively 80 chain north and 80 chain south of the Great Western Railway bridge.
2	Rodbourne-road ..	West ..	Between a point 240 chains north of Hughes-street and a point 220 chains south of Jennings-street.
2	Rodbourne-road ..	West ..	Between a point 150 chains south of Linslade-street and a point 1 chain north of Park-road.
2	Park-lane ..	East ..	Between two points respectively opposite and 3 chains south of the south side of Park-road.
2	Faringdon-road ..	Both ..	Between two points respectively 225 chains west and 75 chains east of Farnsby-street.
2	Fleet-street ..	Both ..	Between a point 150 chains north-east of Catherine-street and a point 80 chain south-west of Bridge-street.
3	Milton-road ..	Both ..	Between two points respectively 80 chain and 380 chains south-east of Faringdon-road.
3	Milton-road ..	Both ..	Between a point 125 chains north-west of and the centre of the canal bridge.
3	Commercial-road ..	Both ..	Between the centre of and a point 175 chains east of the centre of the canal bridge.
3	Commercial-road ..	North ..	Between two points respectively 230 chains west from and opposite Eastcott Hill.
4	Cambria Bridge-road ..	Both ..	Between a point 60 chain south of Faringdon-road and a point 40 chain south of Lorne-street.
4	Cambria Bridge-road ..	Both ..	Between two points respectively 80 chain north of and opposite Radnor-street.
4	Radnor-street ..	Both ..	Between two points respectively opposite and 220 chains south-west of Cambria Bridge-road.
4	Radnor-street ..	Both ..	Between two points respectively 125 chains north-east of and opposite Clifton-street.
4	Clifton-street ..	Both ..	Between a point opposite Radnor-street and 1 chain south-east of the side entrance to the Cemetery.
4	Clifton-street ..	Both ..	Between two points respectively 480 chains and 180 chains north-west of Ashford-road.
4	King's-hill ..	Both ..	Between a point opposite the junction of King's Hill-road and Clifton-road and a point 150 chains east of Kent-road.
4	The Sands..	North ..	Between two points respectively 150 chains west and 150 chains east of Eastcott-lane.

No. of Tramway.	Road or street.	Side or sides of street.	Narrow places.
4	Bath-road .. ..	Both ..	Between a point .50 chains west of Prospect-place and a point .50 chain west of Victoria-street.
5	Devizes-road .. ..	East ..	Between a point opposite Wood-street to a point 5.50 chains north of Newport-street.
5	Devizes-road .. ..	East ..	Between two points respectively .30 chain and 3.30 chains south of Newport-street
5	Devizes-road .. ..	East ..	Between a point opposite Springfield-road and a point .50 chain south of St. Margaret's-road.
5	Devizes-road .. ..	East ..	Between two points respectively .70 chain and 4.20 chains south of the entrance to the house called "The Croft."
5	Devizes-road .. ..	East ..	Between two points respectively 3.50 chains and 6.50 chains south of the footpath leading to Marlborough-road.
5	Devizes-road .. ..	East ..	Between a point 3 chains north of and the Municipal boundary.
5	Devizes-road .. ..	West ..	Between a point opposite Bath-road and a point 5.50 chains north of Newport-street.
5	Devizes-road .. ..	West ..	Between the corner of Lethbridge-road and the Municipal boundary.
6	Wellington-street ..	West ..	Between a point opposite the corner of Station-road and a point .80 chain north of Milford-street.

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

3. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the intended tramways, or for affording access to the stables, carriage houses, sheds and works of the Corporation or their lessees, or for effecting junctions with any other tramways.

4. To empower the Corporation for all or any of the purposes of the Order, to stop, break up, alter, remove and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, electric lighting mains, or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

5. To empower the Corporation from time to time, when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramways, and to make and lay down, temporarily or permanently, in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

6. To empower the Corporation from time to time to take up and remove any tramway belonging to them, and to relay the same in such part of the street or road as the Corporation may think fit.

7. To empower the Corporation to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines on any tramway belonging to them.

8. To empower the Corporation from time to time to work the tramways by animal power and by any mechanical power (including in that ex-

pression electric and any other motive power not being animal power), and partly by one power and partly by another, and for that purpose to erect, place, make and maintain works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity or other power, and to lay down, erect, construct, and maintain above, upon, and below the surface of the ground, and to attach to houses and buildings mains, wires, pipes, conductors, cables, ropes, posts, brackets, boxes, apparatus, and things necessary or proper for the transmission of electricity or other power, and the working of the tramways or any of them by electricity or other power.

9. To empower the Corporation to work the tramways, and to place and run carriages thereon, and to demand and take rates and fares in respect of the use of such carriages.

10. To authorise the Corporation or other the person or persons working the said tramways, to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

11. To authorise the Corporation and any other corporation, person, company, or body, from time to time to enter into and fulfil contracts and agreements for and in relation to the construction, working, lease, sale, and purchase of the whole or any part of the said tramways, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties.

12. To enable the Corporation for all or any of the purposes of the intended tramways and works, to acquire lands, houses, and rent charges by agreement, and to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

13. To empower the Corporation to borrow money for all or any of the purposes of the

Order, to charge the moneys so raised or borrowed and the interest thereon on the borough fund and borough rate of the borough, and on the properties and revenues of the Corporation, and to empower the Corporation to apply any of their funds to any of the purposes of the Order.

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

15. To incorporate with the Order, with or without amendments, all or some of the provisions of the Tramways Act, 1870, and the Lands Clauses Acts.

Plans and sections of the proposed tramways and works, and copies of this advertisement, will be deposited, on or before the 30th day of November, 1900, with the Clerk of the Peace for the county of Wilts, at his office at Marlborough; with the Town Clerk of Swindon, at his office in that borough; and with the Vicars or Rectors of the parishes of St. Barnabas, Rodbourne Cheney, St. Mark's, St. Paul's, Swindon, and Lyddington, at their respective residences, and with the parish clerks of those parishes (if any) at their residences; and on or before the same day copies of the said plans and sections and of this advertisement will be deposited at the office of the Board of Trade, Whitehall, London; with the Clerk of the Parliaments, House of Lords; and at the Private Bill Office of the House of Commons.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 22nd day of December, 1900, and printed copies of the draft Order when deposited, and of the Order if and when made, will be obtainable, at the price of one shilling each, at the respective offices of the undersigned solicitors and parliamentary agents.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th of January, 1901, and copies of such objections must at the same time be sent to the undermentioned solicitors or parliamentary agents on behalf of the Corporation. In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Corporation or their agents.

Dated this 15th day of November, 1900.

HENRY KINNEIR, Swindon, Solicitor.

E. TUDOR JONES, Swindon, Solicitor.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

Wolverhampton and Cannock Chase Railway.  
(Incorporation of Company; Construction of New Railways from Wolverhampton to Great Wyrley, in the County of Stafford; Junctions with the London and North-Western and the Great Western Railways; Construction of Branch Railways, Sidings, and Junctions; Lateral and Vertical Deviation; Stopping-up, &c., of Roads, &c.; Underpinning; Purchase of Lands, Compulsorily or by Agreement, and Provisions as to Purchase of Parts only of Premises; Tolls, Rates, and Charges; Payment of Interest out of Capital; Working Agreements with the before-mentioned Railway Companies; Running Powers and Facilities  
No. 27249. T

over those Railways; Amendments of Acts; Miscellaneous and Incidental Provisions.)

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):—

To incorporate a company, and to confer upon that company (hereinafter called "the Company") powers to make and maintain the railways in the county of Stafford hereinafter described, or some part or parts thereof, with all necessary stations, sidings, roads, approaches, buildings, machinery, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), commencing in the township, parish, and county borough of Wolverhampton by a junction with the Wolverhampton and Bushbury Branch of the Great Western Railway Company, at a point distant 10 chains or thereabouts north of the bridge carrying the Cannock-road over the said branch railway and terminating in the parish of Great Wyrley by a junction with the Cannock Branch of the South Staffordshire line of the London and North Western Railway Company at a point 23 chains or thereabouts north of the bridge carrying the public road over the last mentioned Branch Railway at Upper Landywood.
2. A Railway (No. 2), commencing in the urban district and parish of Heath Town, by a junction with the Grand Junction line of the London and North Western Railway Company, at a point distant  $9\frac{1}{2}$  chains or thereabouts, measured in a north-westerly direction from the bridge carrying the said line of railway over the Cannock-road, and terminating in the said parish and urban district of Heath Town, in the field or enclosure numbered 249 on the  $\frac{25}{2500}$  Ordnance map, by a junction with the said intended Railway No. 1 at a point  $6\frac{1}{2}$  chains or thereabouts, measured in a north-easterly direction from the south-west boundary of that field or enclosure.
- 2A. A Railway (No. 2A), commencing in the parish of Bushbury, by a junction with the Grand Junction line of the London and North Western Railway Company, at a point distant 1 chain, or thereabouts, north of the bridge carrying that railway over the road leading to Showell Farm, and terminating in the urban district and parish of Heath Town, in the field or enclosure numbered 248 on the  $\frac{25}{2500}$  Ordnance map, by a junction with the intended Railway No. 1, at a point 4 chains or thereabouts, measured in a north-easterly direction from the south-west boundary of that field or enclosure.
3. A Railway (No. 3), situate wholly in the said parish of Great Wyrley and commencing by a junction with the intended Railway No. 1 at a point on the eastern side of the public road at Upper Landywood known as Streets-lane  $5\frac{1}{2}$  chains or thereabouts northward of the junction of Streets-lane and Holly-lane, and terminating at a point on the eastern side of the public road known as Slackey-lane at a point  $7\frac{1}{2}$  chains or thereabouts measured in a north-westerly direction from the junction of Slackey-lane and Jones's-lane.
4. A Railway (No. 4) situate wholly in the parish of Great Wyrley, and commencing by a junction with the Cannock Branch of the

South Staffordshire line of the London and North Western Railway Company at a point 11 chains or thereabouts south of the bridge carrying the public road over that railway at Lower Landywood, and terminating by a junction with the intended Railway No. 3 at a point on the northern side of the public road leading from Cheslyn Hay to Lower Landywood 7½ chains or thereabouts measured in an easterly direction along that road from the said bridge over the said Cannock Branch.

The said intended railways 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):—Wolverhampton, Bushbury, Heath Town, Wednesfield, Essington, Hilton, Upper Landywood, Lower Landywood, Great Wyrley, and Cheslyn Hay, all in the county of Stafford.

To construct, by agreement with owners and lessees of the adjoining collieries and works and lands, branch railways, sidings and junctions in connection with the intended railways to and for the accommodation of and with collieries and works near the intended railways, and to apply for the purposes aforesaid the capital of the Company and to enter into and to carry into effect agreements with the owners and lessees of any of such collieries and works with regard to the construction, use, and maintenance of any such branch railways, sidings and junctions.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, or as may be provided 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, break-up, stop-up, alter, divert, or otherwise, interfere with, temporarily or permanently, all such roads, streets, footpaths, bridges, railways, tramways, tramroads, canals, aqueducts, reservoirs, rivers, navigations, streams, pipes, sewers, drains and water-courses, telegraph or telephone tubes, wires, and posts, within or adjoining the aforesaid parishes, townships, and places as it may be necessary to cross, open, break-up, stop-up, alter, divert, or otherwise interfere with, for the purposes of the said intended railways and works, or any of them, or of the intended Act, and to extinguish all rights of way over any roads, highways, and footpaths, situate and lying within the limits of the land purchased or acquired by the Company under the powers of the intended Act, and to appropriate and vest in the Company the site and soil of such roads, highways, and footpaths as may be stopped up and appropriated as aforesaid.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses and other property for the purpose of the intended railways and works; and also easements and rights in, or over, or upon lands and other property.

To authorise the Company to purchase and take by compulsion, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, a part or parts of any house, building, or manufactory, without being required or compelled to purchase the whole thereof.

To authorise and provide for the underpinning or otherwise strengthening and securing of any house, building, or premises under or in proximity to which the railway and works may be designed to pass, and which may not be re-

quired to be taken under the provisions of the intended Act.

To enable the Company to demand, take and recover tolls, rates, and charges upon, or in respect of, the intended railways, branch railways, sidings, junctions, and works, and to confer, vary, or extinguish exemptions from tolls, rates, and charges.

To empower the Company on the one hand, and the London and North Western Railway Company, the Great Western Railway Company and the Midland Railway Company, or any of those companies on the other hand to enter into and carry into effect agreements with respect to the construction, working, running over, use, management, and maintenance of the said intended railways and works, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of traffic, the payments to be made and the conditions to be performed with respect to such construction, working, running over, use, management, and maintenance and supply, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, the levying, fixing, division, apportionment, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any of the contracting parties to the other of them for, or on account of, any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and to sanction and confirm any such contract, agreement, or arrangement, and to authorise the contracting Companies to appoint directors of the Company.

To empower the Company and the London and North Western Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any of those Companies, to enter into and carry into effect agreements with respect to the transfer or carrying out of the undertaking of the Company and the raising of capital therefor on such terms as the Bill may prescribe.

To authorise the Company to run over and use with their engines and carriages, officers and servants, and for the purposes of traffic of every description, the portions of the existing railways hereinafter described, that is to say:—

So much of the main line and branch line railways of the Great Western Railway Company as lie between the commencement of the intended Railway No. 1 and that Company's station at Wolverhampton including that station and the mineral and other sidings and conveniences adjacent thereto and used in connection therewith.

So much of the Grand Junction Line and loop lines, and main line railways of the London and North Western Railway Company as lie between the commencement of the intended Railways No. 2 and No. 2A and their mineral sidings, at and adjacent to their Wolverhampton station, and at and adjacent to their Bushbury sidings, and used in connection therewith.

So much of the Cannock Branch of the South Staffordshire line of the London and North Western Railway Company as lies to the northward of the junction therewith of the intended Railway No. 1 and their Rugeley (Trent Valley) Station, including that station,

and the mineral and other sidings, stations, and conveniences on, adjacent to, or used in connection therewith, together with all other stations, roads, signals, water, watering-places, engine-sheds, offices, warehouses, sidings, junctions, works, and conveniences connected with the said portions of railways upon payment of such tolls, rates, charges, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company on the one hand and the London and North Western Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any of those Companies on the other hand, or, failing such agreement, as shall be settled by arbitration, or as otherwise prescribed or provided for by the intended Act, and to authorise the Company to make and levy tolls, rates, and charges in respect of traffic conveyed by them thereon, and to require the London and North Western Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any of those Companies, to afford all requisite facilities therefor.

To require the London and North Western Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any of those companies, to receive, accommodate, and forward traffic of all descriptions coming from or destined for the proposed railway, and to give and provide all necessary facilities for and in connection with such traffic.

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 from time to time, during construction, interest or dividends on any shares or stock of the Company.

To vary and extinguish all existing rights and privileges which would interfere with the Company's objects, and to incorporate with the Bill, for the intended Act, with or without exceptions and modifications, the provisions of the Companies Clauses Acts, 1845 to 1889, the Lands Clauses Acts, and the Railway Clauses Acts 1845 and 1863.

To repeal, alter, enlarge, or amend, so far as may be necessary, the 9 and 10 Vic., cap 204 and all other Acts relating to or affecting the London and North Western Railway Company or their undertakings, 5 and 6 Will. IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; 7 and 8 Vict., c. 18, and all Acts relating to or affecting the Midland Railway Company, or any of them, and all other Acts, if any, which may relate to or be affected by the objects of the intended Act.

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 enable the Company, notwithstanding anything in the Lands Clauses Consolidation Act, 1845, contained to the contrary, to put in force the powers of the Special Act for the compulsory purchase of land for, and the construction of any one or more of the railways and works thereby authorised, without having first raised the whole of the capital or estimated sum for the undertaking.

Duplicate plans and sections describing the line, situation, and levels of the proposed railways and works, and the lands, houses, and other property, in or through which they will be made, or which may be taken compulsorily for the purposes thereof, and for the other pur-

poses of the intended Act, 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 proposed lines of railways delineated thereon, so as to show their general course and direction, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November, 1900, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and on or before the same day a copy of so much of the said plans, sections, and book of reference, with a copy of this Notice published as aforesaid, as relates to the borough and parish of Wolverhampton, will be deposited with the Town Clerk thereof, at his office at Wolverhampton, and so far as relates to any urban district with the clerk of the district council of such district at his office, and so far as relates to any parish having a parish council, with the clerk of such council, or if there be no clerk with the chairman of that council at his residence, and in the case of a parish comprised in a rural district and not having a parish council, with the clerk of the rural district council at his office, and in the case of any extra-parochial place with the clerk of the parish council 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 16th day of November, 1900.

BAXTER and Co., 12, Victoria-street,  
Westminster, S.W., Solicitors.

W. and W. M. BELL, 27, Great George-street,  
Westminster, S.W., Parliamentary Agents.

Scottish Office—Provisional Order—Session  
1901.

Private Legislation Procedure (Scotland) Act  
1899.

The Arizona Copper Company Limited.  
(Rearrangement and Definition of Capital; Division into Stocks and Shares of Different Classes; Persons Entitled to New Stocks and Shares; Regulation of Rights Attached to Various Classes of Stocks and Shares as to Dividends, Profits, Voting, and Distribution of Capital on Winding Up, &c.; Amendment and Alteration or Repeal of Memorandum and Articles of Association; New Memorandum and Articles of Association and Confirmation of Same; Issue and Distribution of Certain Shares or Proceeds thereof among Holders of other Shares; Confirmation of Agreements, Schemes and Resolutions Made by the Old Company and the Company, or either of them; Confirmation of Transfers; Confirmation of Dividends and Regulations as to Persons Entitled thereto; Compulsory Registration of Executors Holding Shares with Uncalled Liability; Arrangements for Settlement of Litigations and Expenses thereof, and Other Purposes.

NOTICE is hereby given, that application is intended to be made to the Secretary for Scotland by Petition under the provisions of the Private Legislation Procedure (Scotland) Act, 1899, for a Provisional Order promoted by the Arizona Copper Company, Limited (hereinafter called "the Company") whose registered office is in Scotland, for the following or some of the

following objects, powers, and purposes, that is to say:—

1. To rearrange, increase, or alter and define the whole or part of the capital of the Company, and to divide, convert, and consolidate the whole or part of the capital into stocks and shares of the same or different classes and denominations, and to define and prescribe the rights and privileges to be attached to the stocks and shares arising from such rearrangement, increase, alteration, division, conversion, or consolidation, and to dispense with the distinguishing numbering of fully paid shares, all in such way and manner and of such amounts and by such means as the intended Provisional Order may prescribe.
2. To vary, alter, and modify the names of and the dividend, capital, voting or other rights, privileges, liabilities, and incidents attached to all or any of the existing stocks and shares, or any portions of the existing stocks and shares of the Company, and to the holders thereof.
3. To provide for the distribution, allocation, or substitution of the whole or part of the stocks and shares resulting from any such rearrangement, increase alteration, division, conversion, or consolidation in place of the whole or part of the existing stocks and shares.
4. To define, prescribe, vary, or confirm the rights of the holders of any stocks and shares created by or arising out of the Agreement and Special Resolutions of the Company, confirmed on 16th August, 1898, or otherwise arising, and the rights of the holders of any other stocks and shares of the Company to the whole or part of any new classes or denominations of shares and stocks.
5. To confirm in whole or in part any distribution or declaration of profits of the Company as to the amount distributed or declared, and as to the recipients thereof.
6. To provide for the cancellation and extinction in whole or in part of any shares or any rights vested or contingent of any class or classes of shares or stock in dividends, profits, or capital of the Company.
7. To amend, alter, or repeal the existing memorandum and articles of association of the Company, or either of them, or to substitute in whole or in part new memorandum and articles of association of the Company, or either of them, and to confirm the same by the intended Provisional Order, all as the intended Provisional Order may prescribe.
8. To authorise and regulate the issue, distribution, and sale of certain shares and stock of the Company as the intended Order will set forth, or of shares into which the same may be converted by the said Order, or of the proceeds of the whole or part thereof among certain shareholders of the Company, as may be set forth and prescribed in the said order.
9. To confirm in whole or in part all or any transfers, acts, and deeds, issue of shares, certificates and agreements following upon or arising out of agreements or special resolutions entered into, confirmed, or approved, or purporting to be entered into, confirmed, or approved at any time by the Company or by the former Company known by the same name.
10. To authorise the Company or the Board of Directors for the time to arrange terms of settlement or compromise of any litigation that has arisen or may arise between the Company and any person, or any litigation having reference to or arising out of any special resolutions of the Company or otherwise, and to provide for the payment by the Company of expenses incurred by any party to any such litigation connected with or arising out of any such litigation, and the costs of and connected with and incidental to the promotion of the said Provisional Order, and to enter into and carry out agreements for effecting such purposes, or any other objects and purposes of the Order, and to confirm all or any agreements made or that may be entered into previous to the passing of the said Order.
11. To require executors of deceased shareholders to register or to dispose of shares on which there is an uncalled liability within a fixed period after the death of the holders, and to enable the Company to stop the payment of dividends during default of such requirement, and to sell such shares, and to provide for the disposal of the proceeds.
12. To provide that reference to the shares of the Company in testamentary or other instruments executed before the passing of the Provisional Order shall apply to classes of shares or stock to be created under the Provisional Order.
13. To provide for the filing of the said Provisional Order and Confirming Act, and of any new or amended memorandum and articles of association, or either of them, and of all resolutions or memoranda in connection with the said purposes, with the Registrar of Joint-Stock Companies.
14. To alter, vary, amend or repeal, or to confirm so far as may be necessary or expedient, for the purposes of the intended Order, all or some of the provisions contained in the memorandum and articles of association of the Company, and all or any resolutions of the Company; and to vary and extinguish all rights and privileges which would impede or interfere with the objects of the intended Order, and to confer other rights and privileges.
15. The petition and printed copies thereof and of the Draft Order will be lodged at the Office of the Secretary for Scotland, Whitehall, London, on the 17th day of December next, and on the same date a printed copy of the Draft Order will be deposited in the Office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons.
16. The subsequent procedure will be by way of Provisional Order unless it is otherwise decided in terms of the Private Legislation Procedure (Scotland) Act, 1899 in which case the procedure may be by way of Private Bill, and this Notice and the deposits will, subject to the Standing Orders of Parliament, apply to such Bill.

Dated this 17th day of November, 1900.

DAVIDSON & SYME, W.S., 28, Charlotte Square, Edinburgh, Solicitors for the Order.

A. & W. BEVERIDGE, 18, Abingdon Street, Westminster, Parliamentary Agents.



## In Parliament—Session 1901.

## Lancashire and Yorkshire Railway (Various Powers).

(Railways at Manchester and Leeds; Widening Newton Heath to Moston, Castleton to Rochdale, at Smithy Bridge, Clifton Junction, The Oaks and Bromley Cross, near Bolton; Blackburn (Daisyfield), Ormskirk to Burscough Abbey, at Preston, Lostock Hall Junction to Bamber Bridge Junction, at Hoghton Burnley (Towneley), New Hey, Parbold, Liversedge, between Stockmoor and Shepley, at Street-house, near Featherstone and Knottingley; Further Works at Rochdale and Accrington; Diversion of Footpaths at Broadley, near Rochdale, and Low Moer, Bradford; Additional Openings under Strawberry-road, Salford, and Green-lane, Bolton; Footbridge and Abolition of Level Crossing at Helmshore; New Footpath at Farington and Stopping-up Existing Footpaths; Widening Bridge at Pontefract; Acquisition of Lands Compulsorily and by Agreement; Additional Lands and Diversion of Carr-street at Darwen (Spring Vale); Additional lands in Manchester, Bolton, Aintree, Accrington, Rochdale, Bradford, Leeds, and Pontefract; Powers to Company and London and North-Western Railway Company to widen railway at Blackpool, to divert footpaths and abolish level crossings at Kirkham and Burn Naze, Fleetwood, and to purchase compulsorily lands at Blackpool, St. Anne's-on-the-Sea, and Burn Naze, Fleetwood; Powers to Company and Great Northern Railway Company to acquire additional lands at Wakefield; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Underpinning; Agreements with Local Authorities and powers to them to expend rates and borrow money; Extension of Time for completion of Railway and works in Manchester, Brighouse, and of Railway from Blackpool (South Shore) to Kirkham; Additional Capital by Company, the London and North-Western and Great Northern Railway Companies; Superfluous Lands; Incorporation, Repeal, and Amendment of Acts.)

**N**OTICE is hereby given, that application 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 make and maintain the railways and widenings of railways hereinafter described (including in the expression "widenings of railways," the alteration and improvement of railways and the laying down of additional rails thereon), with all proper stations, sidings, approaches, works, and conveniences connected therewith respectively, and to stop up or divert such streets, roads, or footpaths as are shown on the deposited plans hereinafter referred to, relating to the said railways, and widenings of railways as intended to be stopped up or diverted respectively (that is to say):—

In the County of Lancaster.

## Railway at Manchester (Miles Platting)—

A railway, wholly situate in the parish of North Manchester, in the City and County Borough of Manchester, commencing by a junction with the Ashton Branch Railway of the Company, at a point about 138 yards east of the bridge carrying the said railway over Oldham-road, and terminating by a junction with the main line of railway of the Company at a point about 250 yards

south-west of the bridge carrying such railway over Monsall-road.

In the West-Riding of the County of York.

## Railway at Leeds (Wortley)—

A railway, wholly situate in the parish of Armley, in the City and County Borough of Leeds, commencing by a junction with the Great Northern Railway Company's Leeds, Bradford and Halifax Railway, at a point about 93 yards north-west of the bridge carrying that railway over Amberley-road, and terminating on the north side of Oldfield-lane, at the junction therewith of Roseneath-terrace.

In the County of Lancaster.

## Widening Railway, Newton Heath to Moston—

A widening of the main line of railway of the Company wholly situate in the parish of North Manchester, in the City and County Borough of Manchester, commencing by a junction with the said railway at a point about 115 yards south-west of the bridge carrying that railway over Dean-lane, and terminating by a junction with the said railway at a point about 320 yards, measured in a northerly direction, from the centre of the bridge carrying Broad-lane, otherwise Moston-lane, over the said main line, and in connection therewith to make a new road commencing in Dean-lane at its junction with Ramsey-street, and terminating by a junction with St. Mary's-road at a point about 16 yards north of the bridge carrying the main line of railway of the Company over that road, and the Bill will, or may, enable the Company to stop up and extinguish all rights of way over such portion of Dean-lane as lies between points about 90 yards north-west of the junction of such lane with St. Mary's-road, and 293 yards south-east of the said junction of Dean-lane and Ramsey-street respectively.

## Widening Railway, Castleton to Rochdale—

A widening of the main line of railway of the Company, wholly situate in the parish and County Borough of Rochdale, commencing by a junction with the said railway, at a point about 74 yards south of the Castleton east junction signal cabin, and terminating by a junction with the said railway at a point about 20 yards south-west of the bridge carrying the said railway over Boundary-street.

## Widening Railway at Smithy Bridge—

A widening of the main line of railway of the Company, commencing in the parish and Urban District of Milnrow, by a junction with the said main line at a point about 10 yards north-east of the bridge carrying Clegg Hall-road over the said railway, and terminating in the parish and Urban District of Littleborough, by a junction with the said main line at a point about 108 yards north-east of the Smithy Bridge west signal cabin. The said widening will be situate wholly in the said two parishes and urban districts.

## Widening Railway at Clifton Junction—

A widening of the Manchester and Bolton Railway of the Company wholly situate in the parish of Clifton, commencing by a junction with the said railway at a point about 250 yards north-west of Pepper Hill Sidings signal cabin, and terminating by a junction with the said railway at a point about 4 yards north-west of Pepper Hill Bridge.

## Widening Railway at The Oaks, near Bolton—

- A widening of the Bolton and Blackburn Railway of the Company, wholly situate in the parish and Urban District of Turton, commencing by a junction with the said railway at a point about 17 yards north of The Oaks Signal Cabin, and terminating by a junction with the said railway at a point about 10 yards south of the bridge carrying such railway over the private road leading from Turton-road to Birtenshaw.
- Widening Railway at Bromley Cross, near Bolton—**  
A widening of the Bolton and Blackburn Railway of the Company, wholly situate in the parish and Urban District of Turton, commencing by a junction with the said railway at a point about 23 yards north-east of the level crossing at Bromley Cross Station, and terminating by a junction with the said railway at a point about 168 yards south of King William Sidings Signal Cabin.
- Widening Railway at Blackburn (Daisyfield)—**  
A widening of the Blackburn and Chatburn Railway of the Company, wholly situate in the parish and County Borough of Blackburn, commencing by a junction with the said railway at a point about 83 yards north-west of Cemetery Hill Siding Signal Cabin, and terminating at a point about 23 yards north-west of the bridge carrying the said railway over Whalley New-road.
- Widening Railway, Ormskirk to Burscough Abbey—**  
A widening of the Liverpool, Ormskirk, and Preston Railway of the Company, wholly situate in the parish of Burscough, in the Urban District of Lathom and Burscough, commencing by a junction with the said railway at a point opposite the engine shed of the Company, and terminating by a junction with the said railway at a point about 13 yards south-west of Abbey-lane level crossing.
- Widenings of Railway at Preston—**  
A widening (No. 1) of the Preston Extension Railway of the Company on the east side thereof, commencing in the parish and Urban District of Walton-le-Dale, by a junction with that railway at a point about 260 yards south-east of Whitehouse North Junction, and terminating in the parish and County Borough of Preston by a junction with the said railway at a point opposite the Lodge of Avenham Park. The said widening at Preston will be situate in the following parishes, or some of them (that is to say), the parish and Urban District of Walton-le-Dale, the parish of Penwortham, and the parish and County Borough of Preston.
- A widening (No. 2) of the said Preston Extension Railway of the Company on the west side thereof, wholly situate in the parish and County Borough of Preston, commencing at the northern end of the bridge carrying such railway over the River Ribble, and terminating by a junction with the said railway at the south end of No. 3 platform of Preston passenger station.
- Widening Railway, Lostock Hall Junction to Bamber Bridge Junction—**  
A widening of the Blackburn and Preston Railway of the Company, wholly situate in the parish and Urban District of Walton-le-Dale, commencing by a junction with the said railway, at a point about 17 yards east of the bridge carrying Moss-lane over that railway, and terminating by a junction with the said railway, at a point about 57 yards west of Bamber Bridge Junction Signal Cabin.
- Widening Railway at Hoghton—**  
A widening of the Blackburn and Preston Railway of the Company, wholly situate in the parish of Hoghton, commencing by a junction with the said railway, at a point about 10 yards north-east of Hoghton Station Signal Cabin, and terminating by a junction with the said railway, at a point about 42 yards north-west of Hoghton Tower Signal Cabin.
- Widening Railway at Burnley (Towneley)—**  
A widening of the Burnley Branch Railway of the Company, wholly situate in the parish and County Borough of Burnley, commencing by a junction with the said branch railway, at a point about 103 yards south-east of the bridge carrying such railway over Messrs. Berry and Smith's Tramway, and terminating by a junction with the said branch railway, at a point about 176 yards north-west of the level crossing at Towneley Station.
- Widening Railway at New Hey—**  
A widening of the Oldham and Rochdale Railway of the Company, wholly situate in the parish and Urban District of Milnrow, commencing by a junction with the said railway, at a point about 13 yards south-east of the bridge carrying Two Bridges-road over the said railway, and terminating by a junction with the said railway, at a point about 30 yards north of Jubilee Sidings Signal Cabin.
- Widening Railway at Parbold—**  
A widening of the Wigan and Southport Railway of the Company, wholly situate in the parish of Parbold, commencing by a junction with the said railway, at a point about 10 yards south-east of the level crossing at Parbold Station, and terminating by a junction with the said railway, at a point about 13 yards north-west of the bridge carrying Chapel-lane over the said railway.
- In the West Riding of the County of York.
- Widening Railway at Liversedge—**  
A widening of the Cleckheaton Branch Railway of the Company, wholly situate in the parish and Urban District of Liversedge, commencing by a junction with the said branch railway, at a point about 10 yards south-east of the bridge known as Thoms Bridge, and terminating by a junction with the said branch railway, at a point about 77 yards north-west of Stanley Coal Company's Siding Signal Cabin.
- Widening Railway between Stockmoor and Shepley—**  
A widening of the Huddersfield and Sheffield Junction Railway of the Company, commencing in the parish and Urban District of Thurstonland, by a junction with the said branch railway, at a point about 50 yards north-west of Stockmoor Station Signal Cabin, and terminating in the parish and Urban District of Shepley, by a junction with the said branch railway, at a point about 47 yards north-west of the bridge carrying Stone Bridge-road over the said branch railway. The said widening will be situate wholly in the said two parishes and Urban Districts.
- Widening railway at Streethouse, near Featherstone—**  
A widening of the Wakefield, Pontefract and Goole Railway of the Company, wholly situate in the parish and Urban District of Featherstone, commencing by a junction with the said railway at a point about 330 yards west of Snydale West Signal Cabin, and terminating at a point about

18 yards west of the bridge carrying Common Side-lane over such railway.

**Widening railway at Knottingley—**

A widening of the Wakefield, Pontefract and Goole Railway of the Company, wholly situate in the parish and Urban District of Knottingley, commencing by a junction with the said railway at a point about 10 yards east of the bridge carrying Headlands-road over such railway, and terminating by a junction with the said railway at a point about 10 yards west of Knottingley Depot West Signal Cabin.

2. To enable the Company 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):—

In the County of Lancaster.

**Works at Rochdale—**

In the Parish and County Borough of Rochdale:—

(a) To construct an additional bridge over Moss-lane on the north side of and nearly adjoining the existing bridge carrying the main line of the Company over such lane, and in connection therewith to alter the level of so much of Moss-lane as lies between a point about 4 yards, measured along that lane in a northerly direction from the centre of the existing bridge carrying the main line of the Company over that lane and a point about 89 yards, measured in a northerly direction, along the said lane from the same point.

(b) To widen on the north-west side thereof the bridge carrying the goods sidings of the Company over Milnrow-road, and to construct an additional bridge or bridges over such road between such widened bridge and the easterly corner of the Company's grain warehouse, and in connection therewith to alter the levels of so much of Milnrow-road as lies between a point about 15 yards, measured along that road in a north-westerly direction from the centre of the existing bridge carrying the main line of the Company over that road and a point about 164 yards, measured in a north-westerly direction, along the said road from the same point.

(c) To make a new street, commencing by a junction with Milnrow-road at a point in such road about 48 yards east of the junction of Spruce-street with such road, and terminating at a point in Worsley-street, about 47 yards east of the junction of Spruce-street with such street, and in connection therewith to stop up and extinguish all rights of way over the said Spruce-street, and so much of Worsley-street as lies between its junction with Spruce-street and the point of termination of the said new street.

(d) To widen on the south side thereof the bridge carrying the Oldham and Rochdale Railway of the Company over Milnrow-road.

(e) To divert Belfield-lane from its junction with Milnrow-road to a point about 290 yards measured in a north-westerly and north-easterly direction along such lane from the said junction, and to stop up and extinguish all rights of way over so much of Belfield-lane as lies between the points of commencement and termination of such diversion.

**Works at Accrington—**

In the Parish and Borough of Accrington—

1. To alter and extend, on both sides thereof,

the openings or arches of the following bridges, viz.:—

(a) The bridge carrying the Accrington and Colne Extension Railway of the Company over Blackburn-road.

(b) The bridge carrying the Accrington and Blackburn Railway of the Company over Scatcliffe-street, and the Bill will or may repeal so much of Section 5 of the Lancashire and Yorkshire Railway Act, 1897, as authorised the Company to widen the said bridge, and so much of Section 45 (for protection of Corporation of Accrington) as relates to such intended widening.

2. To alter and extend, on the north side thereof, the opening or arch of the bridge carrying the Accrington and Blackburn Railway of the Company over Willows-lane.

3. To alter and extend, on the north side thereof, the opening or arch of the bridge carrying the Accrington and Blackburn Railway of the Company over Lonsdale-street.

4. To extend the footpath and subway for foot passengers leading from Crossland-street to Grant-street, and passing under the Accrington and Blackburn Railway of the Company, at the west end of the Corporation yard, such extension commencing at the north end of the existing subway and terminating in Grant-street, at a point about 22 yards south of the junction of Grant-street with Blackburn-road, and in connection therewith to stop up and extinguish all rights of way for foot passengers over the existing footpath between the northern end of such subway and Grant-street.

**Diversion of footpath at Broadley, near Rochdale—**

In the Parish and Urban District of Norden—  
To divert the footpath leading from Market-street to Broadley-fold, and crossing the Shawforth Branch Railway of the Company on the level at the north end of Broadley Station, such diversion commencing in the said footpath at a point about 31 yards measured in a southerly direction along such footpath from the wicket gate on the east side of the said level crossing, and terminating in the road or footpath which runs parallel to and on the west side of the said railway at a point about 48 yards measured in a southerly direction from the gate on the west side of the said level crossing, and, in connection therewith, to stop up and extinguish all rights of way for foot passengers over the said level crossing between the fences of the Company's property.

**Additional openings under Strawberry-road, Salford—**

In the Parish of Pendleton, in the County Borough of Salford—

To increase the span of or make additional arches or openings on the south-west side of the bridge carrying Strawberry-road over the Manchester and Bolton Railway of the Company.

**Additional openings under Green-lane, Bolton—**  
In the Parish and County Borough of Bolton—

To increase the span of or make additional arches or openings on both sides of the bridge carrying Green-lane over the Manchester and Bolton Railway of the Company.

**Footbridge at Helmshore—**

In the Parish and Borough of Haslingden—

To make a bridge for foot passengers with the necessary approaches thereto over the East Lancashire Railway of the Company at or near the level crossing of the Bury and

Haslingden-road at Helmshore Station, the said work to commence at a point in the footpath leading from Bridge End to the said road about 21 yards, measured in a westerly direction along such footpath from its junction with such road, and terminating in the Bury and Haslingden-road, at a point about 18 yards north-east of the centre of the said level crossing, and in connection therewith to stop up and extinguish all rights of way for foot passengers over the said level crossing.

New footpath at Farington—

In the Parish of Farington—

To make a new footpath, commencing in the public carriage road leading from Farington to Preston, at a point about 30 yards north-east of the entrance to Farington Passenger Station, and terminating by a junction with Ward-street at or near the north-west corner of Cuerden-green-mills, and in connection therewith to stop up and extinguish all rights of way over so much of the existing footpath leading out of the said road opposite the "Anchor Inn," crossing the Liverpool, Ormskirk and Preston Railway, and extending to the point of termination of the new footpath aforesaid as lies between a point about 24 yards north of the northern boundary fence of the said railway and the said termination of footpath, and also all rights of way over the footpath running parallel with and on the south side of the said railway from the said public road for a distance of about 87 yards.

In the West Riding of the County of York.

Diversion of footpath at Low Moor, Bradford—

In the parish of North Bierley in the City and County Borough of Bradford—

To divert the footpath leading from Lockwood-street to Bateman's Bridge, such diversion commencing in the said footpath at a point opposite the north-easterly end of the houses known as Railway-terrace, and terminating at the north-westerly corner of Bateman's Bridge aforesaid, and in connection therewith, to stop up and extinguish all rights of way for foot-passengers over the existing footpath between the aforesaid points of commencement and termination, and also to stop up and extinguish all rights of way for foot passengers over so much of the footpath leading from Raw Nook to the aforesaid footpath, as extends for a distance of about 160 yards in a westerly direction from its junction with the said footpath.

Widening bridge at Pontefract—

In the Parish and Borough of Pontefract—

To alter and extend on both sides thereof, the opening or arch of the bridge by which the Wakefield, Pontefract and Goole Railway of the Company is carried over Ferry Bridge-road.

3. To enable the Company to acquire by compulsion or agreement the lands (in which term wherever used in this Notice, houses, buildings, easements, and other hereditaments are included) hereinafter described, in addition to those which are required for the specific purposes hereinbefore mentioned, and to vest in and enable the Company to hold such of the said lands as may have been acquired by them, or on their behalf previously to the passing of the Bill, and to stop up such of the streets, roads, footpaths, thoroughfares, and courts shown on the deposited plans of the said lands as are included within the limits of the lands

to be acquired, and to divert the streets, roads, and footpaths shown on the deposited plans of the said lands as intended to be diverted, and situate in or upon the said lands (that is to say):—

In the County of Lancaster.

Lands at Manchester (New Bridge-street)—

Certain lands in the Parish, City, and County Borough of Manchester, bounded by New Bridge-street, Cheetham Hill-road, and the Victoria passenger station of the Company, and known as New Bridge-street Work-house.

Lands at Manchester (Newton-heath)—

In the Parish of North Manchester, and City and County Borough of Manchester—

(a) Certain lands lying between the main line of the Company and Dean-lane, and being the whole or portions of enclosures numbered 14, 20, and 22, in the parish of Moston, and 30 in the parish of Newton-heath, both now included in the parish of North Manchester, shown on the 25-inch ordnance map (1893) Lancashire, sheet CIV. 4.

(b) Certain lands lying between the said main line and St. Mary's-road, and being the whole or portions of enclosures numbered 32 and 33, in the parish of Newton-heath, now included in North Manchester, shown on the 25-inch ordnance map (1893) Lancashire, sheet CIV. 4.

Lands at Manchester (Park)—

Certain lands in the Parish of North Manchester, in the City and County Borough of Manchester, abutting upon the northerly side of the Ashton Branch Railway of the Company, and bounded by Lord-street, Grimshaw-lane, and Cheetham-road.

Lands at Bolton—

In the Parish and County Borough of Bolton—

(a) Certain lands lying between the Manchester and Bolton Railway of the Company and Back Viking-street, and extending from Weston-street in a south-easterly direction for about 100 yards, measured along the easterly fence of the said railway.

(b) Certain lands abutting upon the north-easterly side of the said railway, and extending from the north-western boundary of Bradford Siding to Green-lane.

(c) Certain lands abutting upon the north-easterly side of the said railway, and extending for a distance of about 160 yards, measured in a south-easterly direction from Green-lane.

(d) Certain lands abutting upon the south-westerly side of the said railway, extending from Green-lane to the north-west corner of the Moses-gate Goods Station of the Company, and being the whole or portions of enclosures numbered 138, 175, 176, and 177 on the 25-inch ordnance map, Lancashire (1893) sheet XCV. 2, and, in connection therewith, to stop up and extinguish all rights of way over so much of the private footpath leading from Hardman Fold to Great Lever Church as lies between points about 40 yards north-east and 92 yards south-west of the centre of the level crossing of the said Manchester and Bolton Railway of the Company by such footpath.

Lands at Aintree—

Certain lands, partly in the parish of Netherton and partly in the parish of Aintree, abutting upon the easterly side of the Liverpool, Ormskirk and Preston Railway of the Company, and being the whole or portions of enclosures numbered 10 and 11, in the parish of

Netherton, and 127, 131, 163, and 164, in the parish of Aintree, shown on the 25-inch ordnance map (1893), Lancashire, sheet XCIX. 11.

Lands at Accrington—

In the Parish and Borough of Accrington—

- (a) Certain lands abutting upon the northerly side of the Accrington and Blackburn Railway of the Company, extending from a point about 10 yards west of Porter-street to Willows-lane, and bounded on the north side for the most part by the passage at the rear of the premises fronting the south side of Blackburn-road, and for the remaining part by Lower Antley-street.
- (b) Certain lands consisting of a reservoir and banks abutting upon the southerly side of the Company's engine shed sidings, and being part of enclosure numbered 584 on the 25-inch ordnance map (1893), Lancashire, sheet LXIII. 15.

Lands and Diversion of Street at Darwen (Spring Vale)—

In the Parish and Borough of Darwen—

Certain lands abutting upon the westerly side of the Company's Spring Vale Goods Station, bounded on the east and south by the said goods station, and being of a width of about 30 yards at the northern end, and about 48 yards at the southern end thereof, and extending for a length of about 72 yards in a northerly direction from the angle of the Company's fence at the junction of Carr-street and Cross-street, and, in connection therewith, to divert Carr-street aforesaid, such diversion commencing at a point in Carr-street, about 63 yards north of the junction of that street with Cross-street, and terminating at a point in Cross-street, about 12 yards west of such junction, and to stop up and extinguish all rights of way over Carr-street and Cross-street between the points aforesaid.

Lands at Rochdale—

In the Parish and County Borough of Rochdale—

- (a) Certain lands lying between Oldham-road and Moss-lane, and being of a width of about 26 yards from the northern boundary of the Golden Fleece Hotel.
- (b) Certain lands, bounded on the north-west by Walker-street, and on the south-west by Milnrow-road, and abutting upon the west side of the Rochdale Goods Yard of the Company.
- (c) Certain lands abutting upon the south side of the main line, and Oldham and Rochdale Branch of the Company, and extending from a point about 22 yards west of the junction of Spruce-street and Milnrow-road, to the bridge carrying the said branch railway over Milnrow-road, and bounded on the south side partly by Milnrow-road, and partly by Worsley-street.
- (d) Certain lands abutting upon the Rochdale Goods Yard and the Shawforth Branch of the Company, and extending from Back Walpole-street for a distance of about 1,000 yards, measured along the boundary fence of the said goods yard in an easterly and northerly direction from such street.
- (e) Certain lands abutting upon the north-west side of the main line of the Company, and extending from the junction of the fences of the said main line, and the Shawforth Branch of the Company to Newbold-street.
- (f) Certain lands abutting upon the south-east side of the said main line, and extend-

ing from the junction of the fences of the said main line, and the Oldham and Rochdale Branch of the Company to Belfield-lane.

- (g) Certain lands abutting upon the south-east side of the said main line, and being the whole or part of enclosures numbered 455, 456 and 472 on the 25-inch ordnance map (1893) Lancashire, sheet LXXXIX. 1.

In the West Riding of the County of York.

Lands at Bradford (Bridge-street)—

Certain lands in the Parish, City and County Borough of Bradford, situate on the south-west side of Bridge-street, and between the goods yard of the Company and the premises of the Queen Hotel.

Lands at Low Moor, Bradford—

Certain lands partly in the Parish of North Bierley, and partly in the Parish of Bradford, both in the City and County Borough of Bradford, abutting upon the north-west side of the goods sidings at Low Moor, and the west side of the West Riding Union Railway of the Company, and being the whole or portions of fields numbered 295, 296, 603, 604, 636, 666, 687, 688, 689, 690, 714, 715, 716, 717, 718, 719, and 745, on the 25-inch ordnance map (1893) Yorkshire (West Riding) sheet CCXVI. 16.

Lands at Leeds (Wortley)—

Certain lands in the Parish of Armley, in the City and County Borough of Leeds, abutting on the south-west side of the Leeds, Bradford, and Halifax Railway of the Great Northern Railway Company, and on the east side of Amberley-road, and known as Evelyn-terrace, also certain other lands in the same parish, City and County Borough, lying between the said railway and Oldfield-lane, comprising the premises known as Rose-neath-street, Rose-neath place, and Rose-neath-terrace, and the whole or parts of enclosures numbered 202, 203, and 204, on the 25-inch ordnance map (1893), Yorkshire (West Riding) sheet CCXVIII. 5.

Lands at Pontefract—

In the Parish and Borough of Pontefract—

- (a) Certain lands lying between the Wakefield, Pontefract and Goole Railway of the Company and Ferry Bridge-road, and known as Earls-mount.
- (b) Certain lands abutting upon the northerly side of the said railway of the Company, and extending from Ferry Bridge-road to Water-lane.
- (c) Certain lands abutting upon the northerly side of the said railway of the Company, and extending for a distance of 177 yards in a north-easterly direction from Water-lane.
- (d) Certain lands abutting upon the southerly side of the Midland and North Eastern Joint Railway (including the slope of such railway), and extending for a distance of 153 yards in an easterly direction from Ferry Bridge-road.

4. To enable the Company and the London and North Western Railway Company, as proprietors of the Preston and Wyre Railway (hereinafter called the "two Companies") jointly, or either of them, with the consent of the other, to widen and improve the portion hereinafter described of the Blackpool and Lytham Railway of the two Companies, and to lay down additional lines of railway in or upon the said widening, with all necessary stations, sidings, approaches, works, and conveniences connected therewith, and to stop up or divert such streets, roads, or footpaths as are shown on the deposited plans hereinafter referred to relating to the said widen-

ing as intended to be stopped up or diverted (that is to say):—

In the County of Lancaster.

**Widening Railway at Blackpool—**

A widening of the Blackpool and Lytham Railway of the two Companies wholly situate in the Parish and Borough of Blackpool, commencing by a junction with the said railway at a point about 50 yards south of the bridge, carrying such railway over Chapel-street, and terminating by a junction with the said railway at a point about 50 yards south of the bridge carrying the said railway over Rigby-road, and in connection therewith to construct a new road along the north side of the new gas works of the Borough, between Kent-road and the passage at the rear of the premises fronting the east side of Railway-street, and to stop up and extinguish all rights of way in and over Victor-street and Railway-street, and in and over so much of the diversion of Victor-street, now being constructed under the powers of the Lancashire and Yorkshire and London and North Western Railway Companies' Act, 1896, as lies between Kay-street and Victor-street, and in and over so much of Louise-street and the street at the north side of the new gas works, as is situate west of the said passage at the rear of the premises fronting the east side of Railway-street, and the Bill will or may repeal or vary such of the provisions of Sections 13 and 14 of the Lancashire and Yorkshire and London and North Western Railway Companies' Act, 1896, as may interfere with its objects.

5. To enable the two Companies jointly, or either of them, with the consent of the other, to execute the following works, and exercise the following powers (that is to say):—

In the County of Lancaster.

**Diversion of footpath at Kirkham—**

In the parish of Westby-with-Plumpton—  
To divert and alter the levels of the public footpath leading from the Blackpool and Kirkham-road to the Poulton-le-Fylde and Kirkham-road, crossing the Preston and Wyre Railway on the level at Lytham Old Junction, such diversion and alteration of levels commencing at a point about 188 yards measured along the said footpath in a south-westerly direction from the centre of such level crossing and terminating at a point about 13 yards measured along the said footpath in a north-easterly direction from the centre of the said level crossing, and to stop up and extinguish all rights of way over the said existing public footpath between the points aforesaid.

**Diversion of footpath at Burn Naze, near Fleetwood.**

In the Parish and Urban District of Thornton—  
To divert the footpath leading past Butt's Farm to Burn Naze, and crossing the Preston and Wyre Railway on the level, about 177 yards north of the 17½ mile-post on the said railway, such diversion commencing in the said footpath at a point about 6 yards west of the centre of the level crossing aforesaid, and terminating at a point about 15 yards east of the centre of such crossing, and in connection therewith to stop up and extinguish all rights of way for foot passengers over the existing footpath between the aforesaid points of commencement and termination.

6. To enable the two Companies jointly, or either of them with the consent of the other, to

acquire by compulsion or agreement the lands hereinafter described, and to vest in and enable the two Companies, or such one of them as the case may be, to hold such of the said lands as may have been acquired by them, or on their behalf, previously to the passing of the Bill (that is to say):—

In the County of Lancaster.

**Lands at Blackpool (Rigby-road)—**

Certain lands in the Parish and Borough of Blackpool, situate on the south side of Rigby-road, and having a frontage to such road of about 75 yards from the east side of the bridge carrying the Blackpool and Lytham Railway of the two Companies over Rigby-road, bounded on the west and south by the said branch railway and its sidings, and on the east by the sanitary depôt of the Blackpool Corporation, and for that purpose to repeal so much of Section 14 of the Lancashire and Yorkshire and London and North-Western Railway Companies' Act, 1896, as provides that the Companies shall not acquire such land except by agreement.

**Lands at Blackpool (South Shore)—**

Certain lands in the Parish and Borough of Blackpool, abutting upon the east side of the Blackpool and Lytham Railway of the two Companies, and extending from a point about 140 yards measured in a south-westerly direction along such railway from the bridge carrying Lytham-road over such railway to the northerly side of Stoney Hill Bridge.

**Lands at St. Anne's-on-the-Sea—**

In the Parish and Urban District of St. Anne's-on-the-Sea—

(a) Certain lands abutting upon the north-easterly side of the said Blackpool and Lytham Railway, and extending from Alexandra-road to St. Thomas-road, and bounded on the north-easterly side by the centre line of St. David's-road South.

(b) Certain lands abutting upon the north-easterly side of the said Blackpool and Lytham Railway, and extending from Springfield-road to Alexandra-road, and being of a width of about 15 yards.

**Lands at Burn Naze, near Fleetwood—**

In the Parish and Urban District of Thornton—

(a) Certain lands abutting upon the west side of the Preston and Wyre Railway, and extending in a southerly direction from a point about 55 yards north of Burn Naze Signal Cabin to a point about 16 yards north of the 17½ mile-post on the said railway.

(b) Certain lands abutting upon the west side of the said railway, and being the whole or part of enclosure numbered 334 on the 25-inch ordnance map, 1891, Lancashire sheet, XLIII. 5.

(c) Certain lands abutting on the west side of the said railway, and extending from the footpath leading past Butt's Farm to Burn Naze for a distance of about 217 yards, measured in a southerly direction along the western boundary fence of the said railway.

7. To empower the Company to hold and use for the joint purposes of the Company and the Great Northern Railway Company, certain lands in the Parish, City, and Borough of Wakefield, situate on the north side of Mark-lane, and known as Mark-lane Corn-mill, belonging or reputed to belong to the Company, or the Bill may provide for vesting the said lands in the Company and the Great Northern Railway Company jointly,



8. To empower the Company to purchase lands compulsorily or by agreement for the purposes of the said railways, widenings, and 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 extinguish all rights over, and appropriate the sites of, so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the said works, or as are shown on the deposited plans as intended to be stopped up or diverted, 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 whensoever the Company shall have acquired any land or houses on both sides of any such street, road, or footpath shown on the deposited plans, and described in the deposited books of reference, the Bill will empower the Company to stop up and extinguish all rights over, and appropriate the site and soil of so much of such street, road, or footway as is coterminous with the lands or houses so acquired.

9. 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 them in connection with and for the purposes of the said intended railways, widenings and 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 constructing the said intended railways, widenings and 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 intended railways, widenings, and 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.

10. To enable the Company to purchase so much only of, or an easement in, over, or under 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.

11. 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 said intended railways, widenings and works, and which houses and buildings may not be required to be taken for the purposes thereof.

12. To provide by what means and by what road authorities, bodies, or persons, the new or diverted, or substituted streets, roads, or footpaths to be constructed, diverted, or substituted under the powers of the Bill shall be maintained and repaired, and the Bill will or may provide that as respects the said intended railways and widenings the Company shall not be liable under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road which shall be carried over the said intended railways and widenings by a bridge or bridges, unless the level of such road is permanently altered so as to increase the gradient of any part thereof.

13. To empower the Company, on the one hand, and any municipal, sanitary, highway, or local authority, and any county, urban, or rural district, or parish council, and any company or person or persons, 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 or modification of any works, the contributing to the cost thereof, the substitution of any other work or works in lieu of those authorised or agreed to be done or executed, and the cost thereof and incidental thereto, the construction, repair, and maintenance of any streets, 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 and council 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 at any time hereafter may be entered into for, or in relation to, any of the matters aforesaid.

14. 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.

15. The Bill will, as far as may be deemed necessary or expedient for the purposes thereof relating to the two Companies, confer on and make applicable to and in relation to them, or to such one of them as shall execute those purposes, similar powers and provisions to those specified in the last seven preceding paragraphs of this Notice.

16. To authorise the Company or the two Companies, as the case may be, to levy tolls, rates, and charges for and in respect of the said intended railways, widenings, and works, and to alter existing tolls, rates, and charges, and to exercise other rights and privileges, and to grant exemption from the payment of tolls, rates, and charges.

17. To extend the time limited by the Lancashire and Yorkshire Railway Act, 1896, for the completion of the following works in Manchester by that Act authorised, that is to say—the railway in Manchester, the diversion of Corporation-street and Cheetham-hill-road, and the tramways laid therein.

18. To extend the time limited by the Lancashire and Yorkshire Railway Act, 1896, for the completion of the deviation of main line at Brighouse by that Act authorised to be constructed.

19. To extend the time limited by the Lancashire and Yorkshire, and London and North Western Railway Companies' Act, 1896, for the completion of a new railway from Blackpool (South Shore) to Kirkham, being the railway by Section 13 of that Act authorised to be constructed.

20. To further extend the time limited by the Lancashire and Yorkshire Railway Act, 1891, and extended by the Lancashire and Yorkshire Railway (Various Powers) Act, 1899, for the completion of Railway No. 2, by the first-named Act authorised to be constructed.

21. To enable the Company, as to lands acquired by them alone, and the Company and any other Company, as to lands acquired by the Company and any other Company, or held by them jointly under any Act relating to the undertaking of the Company, or of such

other Company, or to any joint undertaking of the Company and such other Company, to retain and hold for a term or terms to be prescribed by the Bill such of those respective lands as are not yet used or applied by them respectively.

22. 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, widenings, 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, and the Bill will or may confer powers of a like nature on the London and North Western Railway Company and on the Great Northern Railway Company respectively with respect to the matters aforesaid relating to those Companies respectively.

23. The Bill will vary or extinguish all existing rights or privileges which would 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 Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863. And it will or may, so far as may be deemed expedient, repeal, alter, and enlarge the powers and provisions of the following Acts (that is to say):—6 and 7 Will. IV, c. 111, and any other Act or Acts relating to the Company or their undertaking; the Act 9 and 10 Vict., c. 204, and any other Act or Acts relating directly or indirectly to the London and North Western Railway Company or their undertaking; and the Act 5 and 6 Will. IV, c. 53, and any other Act or Acts relating directly or indirectly to the Preston and Wyre Railway, Harbour, and Dock undertaking; the Great Northern Railway Act 1846, 9 and 10 Vict., cap. 71, and any other Act or Acts relating directly or indirectly to the Great Northern Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways, widenings, and other works, and the lands 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 railways 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 railway, 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 railway, 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 and sections as relates to the areas hereinafter mentioned, in or through which the intended railways, widenings, and other works will be made, or in which any lands

are intended to be taken, together with a copy of so much of the book of reference as relates to such respective areas, and a copy of this Notice as published in the London Gazette will be deposited with the officers respectively hereinafter mentioned (that is to say):—In the case of any County Borough or other Borough, with the Town Clerk of such Borough, at his office; in the case of any Urban District not being a Borough, with the clerk of the district council, at his office; in the case of any parish having a Parish Council, with the clerk of the parish council, or if there is no clerk, with the chairman of that council; and in the case of any parish comprised in a rural district and not having a parish council, with the clerk of the district council, at his office. Any parish named in this Notice which is not a County or other Borough, or an Urban District, or is not stated to be in a County or other Borough, or in an Urban District, or in a rural district, is a parish, having a parish council, with the clerk or chairman of which the before-mentioned deposit will be made, and such deposit will, if made with the clerk of the parish council, be made at his office, or if he has no office, at his residence, and if made with the chairman of the parish council, will be made 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, 1900.

CHRIS. MOORHOUSE, Hunt's-bank, Manchester, Solicitor for the Bill.

DYSON and Co., 9, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

South Yorkshire Electric Power.

(Incorporation of Company; Power to Establish Generating Stations and Supply Electricity, &c., in parts of County of York; Compulsory Purchase of Lands; Breaking up Streets, &c., and Exercise of other Powers; Rates; Provisions as to Supply; Agreements with and Powers to Local Authorities, Companies, and Bodies; Incorporation and 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 effecting all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter called "the Company") for the purpose of establishing and carrying on electric works and supplying electrical energy, and doing all things necessary for that purpose, and generally for the purposes of the Bill, and to empower the Company to raise capital by shares and borrowing.

To empower the Company to enter upon, take, and use, compulsorily or otherwise, and to hold the lands in the county of York, hereinafter mentioned, or some of them, or some part or parts thereof respectively, or any estates, rights, or interests, or any easements over the same (that is to say):—

- (a) A plot of land, about 5 acres in extent, situate in the parish of Thornhill Lees and urban district of Thornhill, in the West Riding of the county of York, and belonging or reputed to belong to Charles Wheatley, bounded on the north and north-west by the towing path along the River Calder, on the east and south by land belonging to the London and North

Western Railway Company, and on the west by a road, known as the Ravensthorpe-road, leading from Thornhill to Ravensthorpe.

(b) A plot of land, about 5 acres in extent, situate in the parish of Ferry Fryston and rural district of Pontefract, in the West Riding of the county of York, and belonging or reputed to belong to the Provost and Fellows of Queen's College, Oxford, and at present in the occupation of Elizabeth Pickering, bounded on the north and north-west by the towing path along the River Aire, on the south, east, and west by other land belonging or reputed to belong to the said Provost and Fellows of Queen's College, Oxford.

(c) A plot of land, about 5 acres in extent, situate in the parish of Wombwell and urban district of Wombwell, in the West Riding of the county of York, and belonging or reputed to belong to Reginald Henry Rivington Rivington Wilson, bounded on the north-east by the Great Central Railway, on the south-west by the towing path along the Dearne and Dove Canal, on the south-east by a road called Littlefield-road, and on the north-west by other land belonging or reputed to belong to the said Reginald Henry Rivington Rivington Wilson.

And to empower the Company upon all or any of such lands and premises, or any part thereof respectively, to erect, maintain, work, and use a station or stations for generating, transforming, transmitting, conveying, and distributing electrical energy, with all necessary dynamos, batteries, accumulators, motors, generators, engines, plant, machinery, works, buildings, appliances, apparatus, and conveniences for that purpose, and to generate, transform, transmit, convey, and distribute such energy.

To authorise and empower the Company to produce, store, supply, and sell electrical energy (in this Notice called "electricity"), for public and private lighting, traction power, heating, chemical, trade, manufacturing, and all public and private purposes, as defined in the Electric Lighting Act, 1882, and for any other purposes to which electricity may be applicable within the area of supply hereinafter mentioned. The area within which the Company intend to supply electricity for the before-mentioned purposes comprises so much of the West Riding of the county of York as is included within the area bounded as follows, namely:—

By an imaginary line commencing at and drawn from the centre of Bolton Bridge, near Bolton Abbey, carrying the main road over the River Wharfe, and proceeding thence along the centre of that main road in a westerly, northerly, and south-westerly direction through Hambleton, Skibeden, Skipton, Broughton Thornton, Earby, and Kelbrook to the point where the said road crosses or intersects the boundary between the counties of York and Lancaster, and thence proceeding along the county boundary of York, dividing that county from the counties of Lancaster, Chester, Derby, and Lincoln; to the point where the said boundary joins or intersects the main road between Bawtry and Doncaster, and thence along the centre of that main road from the said point of junction or intersection in a northerly direction over Rossington Bridge, through Don-

caster, Bentley, Askern, and Whitley, crossing the Nottingley and Goole Canal at Whitley Bridge, and thence continuing along the centre of the said main road through Low Egborough, Burn Brayton, and Selby, to a point on the centre of the bridge carrying the said main road over the River Ouse where the said main road crosses or intersects the boundary between the West and East Ridings of the county of York, and proceeding from such last-mentioned point in a northerly and north-westerly direction along the centre of the River Ouse to the confluence of that river with the River Wharfe, and thence along the centre of the River Wharfe, to and terminating at the aforesaid point of commencement at the centre of Bolton Bridge.

And to empower the Company within such limits to purchase, erect, maintain, manufacture, work, use, produce, store, supply, sell, let, and dispose of lands, or interests, or easements in or over lands, stations, storehouses, buildings, dynamos, accumulators, engines, batteries, machinery, vessels, apparatus, works, plant, stock, electric energy, meters, fittings, lamps, motors, apparatus, matters, and things, and to exercise such powers, and to do such work, and to supply such materials as may be necessary or convenient, in and for the production, storage, transmission, conveyance, measurement, distribution, and supply of electric energy, and for providing and working materials for that purpose, or for fitting up and repairing such articles, matters, and things as aforesaid, or otherwise carrying on the undertaking of the Company, and to authorise the Company to open, break up, and interfere with streets, roads, public places, ways, footpaths, railways, tramways, rivers, bridges, culverts, sewers, drains, pipes, telegraph or pneumatic tubes, wires, apparatus, and to lay down, set up, maintain, renew, or remove, either above or under ground, pipes, tubes, wires, casings, troughs, inspection chambers and boxes, posts, apparatus, and other works, matters, and things, and for those purposes, or any of them, to exercise within such limits the powers or some of the powers of the Gasworks Clauses Acts, 1847, whether with or without modification or amendment.

To authorise the Company to sell electricity to consumers, or to local authorities, companies, manufacturers, traders, and others within the area of supply, in bulk or otherwise, for any purposes, and to take, collect, and recover rates, rents, and charges for the supply of electricity and the use of any machine lamps, motors, meters, fittings, or apparatus connected therewith.

To make provision for the inspection and testing of mains, conductors, and works, for the appointment and remuneration of electric inspectors, and for the supply, use, inspection, testing, and certifying of meters, fittings, and instruments.

To authorise the Company to enter upon any houses, buildings, or land supplied, or proposed to be supplied, with electricity for any purposes relating to such supply.

To authorise the Company to take, collect, and recover rates, rents, and charges for the supply of electric energy, and the use of any lands, buildings, engines, machines, dynamos, lamps, meters, motors, batteries, fittings, or other apparatus connected therewith within the limits aforesaid, and to provide for regu-

lating the method of charging for electric energy supplied therein, and the dividends to be paid, and the profits to be made by the Company.

To make special provision with respect to the rights and obligations of the Company to afford a supply of electricity, and the terms and conditions on which such supply will be afforded, and if and so far as necessary to exempt the Company from the provisions of the Electric Lighting Act, 1882, or the Electric Lighting (Clauses) Act, 1899, in that respect.

To authorise the Company and any local authority, company, body, or person within the limits of supply, as defined as aforesaid, to enter into and carry into effect agreements with respect to all or any of the following matters (that is to say):—

The supply by or to the Company, to or by such local authority, company, body, or person, of electric energy, plant, fittings, or materials.

The prices to be charged for and the terms and conditions of such supply.

The execution on behalf of the Company by such authority, company, body, or persons of any works in reference to the supply or use of electric energy within the aforesaid limits of supply, or the exercise of any of the powers of the Company on or affecting any property of, or under the control of such authority, company, body, or person.

The supply by such local authority, company, body, or person of water to the Company for condensing and other purposes of their undertaking, and to confer all necessary powers on any such authority, company, body, or person to enable them to carry out the provisions of any agreement, and to confirm and give effect to any such agreements.

To exempt from distress or seizure under any process of law, any electrical fittings, plants, machinery, or other things let by the Company for hire or disposed of in terms of payment by instalments.

To authorise the Company to acquire and use patents and patent rights.

To incorporate with the Bill, with or without alteration or modification, the Companies Clauses Consolidation Act, 1845, and any Acts amending the same, and the Lands Clauses Acts, and to extend and apply to the proposed undertaking and works, and to the Company, with or without exception or variation, all or such of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Acts incorporated therewith, and of the schedule to the Electric Lighting (Clauses) Act, 1899, as may be thought expedient and applicable, and to exempt the Company from or apply to the Company in a modified form, all or any of the provisions of those Acts, and especially, but not exclusively, of those following (that is to say):—

(1) Section 13 of the Electric Lighting Act, 1882, as amended by the Electric Lighting (Clauses) Act, 1899, with respect to the consent of the Board of Trade to the breaking up of streets not repairable by the local authority, and railways or tramways, and also the provisions of the said Act of 1888 with respect to the purchase of the undertaking by the local authority.

(2) The provisions of the schedule to the said Act of 1899 with respect to the fol-

lowing matters (that is to say):—Security and accounts, compulsory works, supply, price, electric inspectors, testing, inspection, and revocation of powers.

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

And notice is hereby also given, that plans showing the lands which may be taken compulsorily 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, 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, in the said county, and that on or before the same day a copy of so much of the said plans and book of reference as relates to any of the following areas in which any lands intended to be taken compulsorily are situate, together with a copy of this Notice as published in the London Gazette, will be deposited as follows (that is to say):—

In the case of the urban districts of Thornhill and Wombwell, with the respective Clerks of the District Councils for such districts respectively at their respective offices, and in the case of the parish of Ferry Fryston, with the Clerk to the Parish Council at his office.

An Ordnance map on a scale of not less than 1 inch to the mile, with the proposed area of supply marked thereon, will be deposited at the office of the Board of Trade on or before the said 30th day of November instant.

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, 1900.

ROWCLIFFE and Co., 37, Cross-street, Manchester, Solicitors for the Bill.

TAHOUDINS and HITCHCOCK, 20, Victoria-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1901.

Aberdare Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts 1882 to 1899 for a Provisional Order to Authorise the Aberdare Electric Lighting Company, Limited, to Supply Electricity for Public and Private Purposes within the Parish and Urban District of Aberdare, in the County of Glamorgan; Power to Construct Works, to Acquire Lands, to make Charges; to make Arrangements with Local Authorities, to Open Streets and Lay Electric Lines; and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 21st day of December next, by the Aberdare Electric Lighting Company, Limited, whose registered office and address is at Bank Chambers, Aberdare, in the county of Glamorgan (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1888, for all or some of the following purposes (that is to say):—

1. To authorise the Undertakers for such period as may be prescribed by the Order to produce, store, sell, and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts, or either of them, within the urban district of Aberdare as at present constituted

and defined upon the map hereinafter referred to (hereinafter called the "area of supply"). It is proposed that the electric lines and works shall be laid down within two years after the commencement of the Order in the following roads and streets (that is to say):—

Gadlys-road (from North-avenue to High-street), Canon-street, High-street, Commercial-street, Victoria-square, Cardiff-street, parts of Seymour-street and Weatheral-street (as far as their intersection). The Undertakers propose to take powers to break up the following streets or roads within the area of supply which are not repairable by the local authority:—Manchester-terrace, Bethel-place, Davies-row, Corner House-street, Trevennock-place, David-street, Miners'-row, Howells-row, Stag-street, Olive-street, Olive-place, Mill-street (part), Fredrick-street, David-street, Wellington-street (part), Thomas-street, Bridge-street, Phillip-street, Gadlys-street, Dowlais-street, North Avenue, East Avenue, Hall-street, Rachel-street, Dumfries-street, Albert-street, Oak-street, Bond-street, Little Wind-street, David Price-street, Hawthorne-terrace, Long-row, Forge View, Forge-row, Engineer's-row, Foreman-row, Moss-place, Ynyscynon-street, Rose-row, Timothy-row, Crown-row, Incline-row, Waterloo-street, Victoria-street, Bethania-street, Curra-street, Henry-street, Club-street, Sunny Bank-street, Brooke-street, Kiln-street, Holford-street, Hill-street, Gashouse-lane, King-street, Mason-street, Queen-street, Glamorgan-street, Commerce-place, Bedford-street, Brecon-street, Jenkin-street, Richard-street, Mary-street, Margaret-street, Howell-row, Forge View, Incline-row, Howells-row, Gooseberry-hill, Victoria-terrace, Woodland-terrace, Cynon-street, Margaret-street, George-street, Byron-street, Wordsworth-street, Morris-street, Spencer-street, Milton-street, Cwmneol-street, Cwmneol-place, Aman-court, Alice-place, St. Joseph's-terrace, Brynhyfryd, Kingsbury-place.

2. To authorise the undertakers to purchase, hold, or acquire, or take on lease any lands or easements in lands for the purposes of the said Order, and with power to sell and dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, renew, alter, and maintain on land belonging to or leased by the Undertakers within the area of supply such central and other stations, buildings, and works for the generation, storage, supply, and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery, and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter, or renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity in, through, under, over, along, or across all streets, bridges, highways, lanes, roads, thoroughfares, railways, tramways, waterways, public passages and places within the said area of supply; and to cross over or under with the wires, pipes, or cables the following railways, tramways, and canals within the area of supply, viz.:

Taff Vale Railway, Great Western Railway, Powell Duffryn Mineral Lines, Abernant Railway (Lord Bute), the Glamorgan Canal Company's Tramway, and the Glamorgan-shire Canal,

4. To authorise the Undertakers to open and break up, for the purposes of the said Order, the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, relay, divert, and alter sewers, drains, mains, and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order,

5. To authorise the Undertakers to acquire and hold patent rights and licenses in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company, or person to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To empower the Undertakers to make charges and levy rates, and recover rents and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

8. To confer upon the Undertakers and incorporate in the Order all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, to incorporate in the Order all or some of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, and such other powers, rights, and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

And notice is hereby further given that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection at the office of the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county; with the Clerk of the Glamorgan County Council, at his office at Cardiff; at the office of the Clerk to the Urban District Council of Aberdare, at the Town Hall, Aberdare; and at the office of the Undertakers, Bank-chambers, Aberdare; and also at the Board of Trade, Whitehall-gardens, London.

On and after the 21st day of December next printed copies of the Draft Order may be obtained (at the price of one shilling for each copy) at the office of J. W. Evans, Aberdare, Solicitor, and also at the offices of the under-mentioned Parliamentary Agents, and if, and when the Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

And notice is hereby further given that every local or public authority, company, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting this application, may do so by letter addressed to the Board of Trade, and marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must at the same time be sent to the undersigned for the Promoters.

Dated this 6th day of November, 1900.

J. W. EVANS, Aberdare, Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents,

In Parliament.—Session 1901.

London County Council (Tramways and Street Widenings).

(New Tramways in the following Metropolitan Boroughs, viz.:—The City of Westminster, Battersea, Bermondsey, Camberwell, Chelsea, Finsbury, Fulham, Hackney, Hammersmith, Holborn, Islington, Lambeth, Lewisham, St. Marylebone, St. Pancras, Southwark, Stoke Newington, and Wandsworth, in the County of London, and the extra-parochial places of the Inner Temple and Middle Temple, the Precinct of Whitefriars, the Parish of St. Bride, and the Precinct of Bridewell, in the County of the City of London; Electrical Traction; Reconstruction, Alteration, and Adaptation of Tramways for Electrical Traction; Widening of carriage-ways of streets; Placing of Cables and Wires, etc.; Application of provisions of London County Tramways (Electrical Power) Act, 1900; Tolls and Charges on Tramways; Prevention of Obstruction on Tramways; further Powers of making Junctions, Passing Places, etc., and Alterations of Tramways; Agreements with Companies, Corporations, Local Authorities, etc.; Widenings and Improvements of Streets; Compulsory Purchase of Lands; Compulsory Purchase of Lands for Electric Generating Station (Camberwell); General and Incidental Powers; Stopping of Streets; Underpinning; Purchase of parts of Property; Special Provisions as to Purchase Money and Compensation; Method of fixing Compensation for Bad and Insanitary Houses; Entry for Survey and Valuation; Subways; Contributions by Metropolitan Borough Councils; Financial and Miscellaneous Provisions.)

**N**OTICE is hereby given, that the London County Council (hereinafter referred to as "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes or some of the purposes hereinafter mentioned, namely:—

Tramways.

To authorise the Council to construct, maintain, work, and use the street Tramways hereinafter described with all necessary and proper works and conveniences connected therewith (that is to say):

Tramway No. 1 (double line, 3 furlongs 1·70 chains in length) wholly in the Parish of St. Mary, Islington, commencing at the county boundary in Archway-road, under Highgate-archway, passing along Archway-road to and terminating by a junction with the existing tramway in Holloway-road at a point opposite the south-eastern side of St. John's-road.

Tramway No. 1A (double line, 1·3 chains in length) wholly in the said Parish of St. Mary, Islington, commencing in Archway-road by a junction with the proposed Tramway No. 1 at a point 3 chains or thereabouts north-westward of the point hereinbefore described as the termination of that Tramway, and terminating by a junction with the existing Tramway in Junction-road at a point 1½ chains or thereabouts southward of the termination of such existing Tramway.

Tramway No. 2 (double line, 5 furlongs 1·25 chains in length), commencing in the Parish of St. Mary, Stoke Newington, by a junction with the existing Tramway in Seven Sisters-road at the northern side of the bridge carrying that road over the New River, passing thence along the road known as Amburst-park into the parish of Hackney,

across Stamford-hill and the existing Tramways therein to and terminating in that parish by a junction with the existing tramways in Upper Clapton-road, at a point 1½ chains or thereabouts east of the junction of that road with Stamford-hill.

Tramway No. 3 (double line, 0·75 chain in length), wholly in the Parish of St. Mary, Islington, commencing by a junction with the existing Tramway in Balls-pond-road at a point ½ chain or thereabouts west of the intersection of that Tramway and the existing Tramway in Mildmay Park and Southgate-road, and terminating by a junction with the last-mentioned Tramway at a point thereon ½ chain north of the intersection of the said two Tramways.

Tramway No. 4 (double line, 5 furlongs 3·3 chains in length), commencing in the Parish of St. Pancras at the termination of the existing Tramway in Hampstead-road, passing across Euston-road and along Tottenham-court-road to a point opposite Francis-street, thence continuing along Tottenham-court-road, partly in the Parish of St. Giles-in-the-Fields and partly in the said Parish of St. Pancras, to a point opposite Great Russell-street, thence continuing along the same road partly in the said Parish of St. Giles-in-the-Fields and partly in the Parish of St. Marylebone, and terminating in those parishes, or one of them, at a point 10 yards or thereabouts northward of the refuge at the southern end of the said Tottenham-court-road.

Tramway No. 5 (double line, 4 furlongs 7·4 chains in length), commencing in the Parish of St. Giles-in-the-Fields at a point in Shaftesbury-avenue on the northern side of Cambridge-circus, passing thence along Shaftesbury-avenue into the Parish of St. George, Bloomsbury, and continuing along Shaftesbury-avenue across and along New Oxford-street and along Hart-street, the south side of Bloomsbury-square, and along Vernon-place to and terminating in the Parish of St. George the Martyr, Holborn, by a junction with the existing tramway at the termination thereof in Theobald's-road.

Tramway No. 6 (double line, 2 furlongs 0·73 chain in length), commencing by a junction with the existing Tramway in Farringdon-road, in the Parish of St. James and St. John, Clerkenwell, at a point opposite the southern side of Vine-street Bridge, passing along Farringdon-road into and through the Parish of St. Sepulchre and the Liberty of Saffron-hill, and terminating in the Liberty of Saffron-hill at the southern end of Farringdon-road.

Tramway No. 6A (double line, 0·70 chain in length), commencing in the Liberty of Saffron-hill and the Parish of St. James and St. John, Clerkenwell, or one of them, by a junction with the proposed Tramway No. 6 at a point 1 chain or thereabouts southward of the point hereinbefore described as the commencement of that Tramway, and terminating in the Parish of St. James and St. John, Clerkenwell, by a junction with the existing Tramway in Clerkenwell-road, at a point opposite the eastern side of Farringdon-road.

Tramway No. 7 (double line, 4 miles 1 furlong 4·80 chains in length) commencing in the Parish of Chelsea, in the County of London, by a junction with Tramway No. 9 hereinafter described, at a point in Cheyne-walk, opposite the northern end



of Battersea-bridge, thence passing along Cheyne-walk and the Chelsea-embankment into Bridge-road and the Parish of St. George, Hanover-square, along Bridge-road to and along Commercial-road and Buckingham-palace-road and Victoria-street into the Parish of St. Margaret, Westminster, into and through the Parish of St. John-the-Evangelist, Westminster, and along The Sanctuary, Broad Sanctuary, the western and northern sides of Parliament-square into Great George-street, Bridge-street, and thence along the Victoria-embankment into the Parish of St. Martin-in-the-Fields, into and through the Parish of St. Clement Danes, the Precinct of the Savoy, the Parish of St. Mary-le-Strand into the County of the City of London, into and through the extra-parochial places of the Inner Temple and Middle Temple, into and through the Precinct of Whitefriars, the Parish of St. Bride to and terminating in the Precinct of Bridewell at the eastern end of the Victoria-embankment, opposite the north-western corner of Blackfriars-bridge.

Tramway No. 8 (double line, 1 mile 2 furlongs 9.75 chains in length) commencing in Bridge-road, in the Parishes of Chelsea and St. George, Hanover-square, by a junction with the proposed Tramway No. 7 at a point thereon  $3\frac{1}{2}$  chains or thereabouts northward of the northern end of the Chelsea suspension-bridge, passing thence into the Parish of St. George, Hanover-square, and along Grosvenor-road to and terminating in the Parish of St. John-the-Evangelist, Westminster, at a point in the Grosvenor-road  $2\frac{1}{2}$  chains or thereabouts south of the southern end of Grosvenor Wharf.

Tramway No. 8A (double line, 3.2 chains in length) commencing in the Parish of Chelsea by a junction with the proposed Tramway No. 7 at a point thereon 2 chains or thereabouts south-westward of the point of junction therewith of Tramway No. 8 hereinbefore described, and terminating in the Parish of St. George, Hanover-square, by a junction with the said Tramway No. 8 at a point thereon  $3\frac{1}{2}$  chains or thereabouts from the commencement thereof.

Tramway No. 8B (double line, 1 chain in length) commencing by a junction with the termination of the existing Tramway in Vauxhall-bridge-road, and terminating by a junction with Tramway No. 8, hereinbefore described at a point thereon in the Grosvenor-road, 1 chain or thereabouts southward of the intersection of that road with Vauxhall-bridge-road.

Tramway No. 8C (double line, 1 chain in length), commencing at the north-western end of Vauxhall-bridge, now in course of construction, and terminating by a junction with Tramway No. 8, at the point of termination of Tramway No. 8B, hereinbefore described.

Tramways Nos. 8B and 8C will be situate wholly in the Parish of St. John-the-Evangelist, Westminster.

Tramway No. 9 (double line, 2 miles 1 furlong 5.65 chains in length), commencing in the Parish of Putney in the Lower Richmond-road at a point  $1\frac{1}{2}$  chains or thereabouts north-west of the junction of Lower Richmond-road with Putney-bridge, passing thence across Putney-bridge into the Parish

of Fulham, along Fulham High-street, New King's-road and King's-road into the Parish of Chelsea, along Blantyre-street and Cheyne-walk, and terminating by a junction with Tramway No. 7 at the northern end of Battersea-bridge.

It is intended to construct that part of Tramway No. 9 between the north-easternmost point in Blantyre-street and the eastern end of World's End passage as part of the new street (hereinafter described) from Blantyre-street to Cheyne-walk.

Tramway No. 10 (double line) 4 miles 5 furlongs 6.5 chains in length) commencing in the Parish of Hammersmith, in Scrubbs-lane, on the county boundary, at the junction of Scrubbs-lane with Harrow-road, passing along Scrubbs-lane, Wood-lane, across Uxbridge-road and the existing Tramway therein, along the road known as the Lawn, on the western side of Shepherds-bush-common, across Goldhawk-road and the existing Tramway therein, along Shepherds-bush-road and Brook-green-road, Hammersmith-broadway, Queen's-street, Fulham-palace-road into the Parish of Fulham, and terminating in that parish by a junction with the proposed Tramway No. 9, at a point in Fulham High-street, opposite Church-row.

Tramway No. 10A (double line, 2 chains in length) wholly in the Parish of Hammersmith, commencing by a junction with the existing Tramway in King-street West, at the eastern end of that street, and terminating by a junction with the proposed Tramway No. 10 at a point in the Broadway opposite Bridge-road.

Tramway No. 11 (double line, 1 furlong 3.75 chains in length) wholly in the Parish of Hammersmith, commencing at the junction of Richmond-road and Uxbridge-road near the termination of the existing Tramway in Uxbridge-road, passing along Richmond-road to and terminating in Netherwood-road, at a point 2 chains or thereabouts from the junction of that road with Richmond-road.

Tramway No. 11A (single line, 1 furlong 4.83 chains in length) wholly in the said Parish of Hammersmith, commencing at the point hereinbefore described as the termination of Tramway No. 11, passing along Westwick-gardens and terminating in Shepherd's-bush-road, by a junction with the proposed Tramway No. 10 at a point  $\frac{1}{2}$  chain or thereabouts south of the junction of Westwick-gardens with that road.

Tramway No. 11B (single line, 1 furlong 8.4 chains in length) wholly in the said Parish of Hammersmith, commencing at the point of termination of Tramway No. 11, passing along Netherwood-road and terminating in Shepherd's-bush-road by a junction with the proposed Tramway No. 10 at a point  $\frac{1}{2}$  chain or thereabouts south of the junction of Netherwood-road with that road.

Tramway No. 12 (double line, 2 miles 7 furlongs 7.65 chains in length) commencing in the Parish of Wandsworth by a junction with the existing Tramway in York-road at a point  $\frac{1}{2}$  chain east of the junction of North-street and York-road, passing along the road leading from York-road to Red Lion-street, along Red Lion-street, South-street, Garratt-lane, through the Parish of Streatham into the parish of Tooting Graveney, along Defoe-road and

- High-street, Tooting, to and terminating in the said Parish of Streatham at the termination of the existing Tramway in High-street.
- Tramway No. 13 (double line, 3 furlongs 0·55 chain in length) wholly in the Parish of Tooting Graveney, commencing in Merton-road at the parish boundary opposite the junction of Longley-road and Merton-road, passing along Merton-road and terminating in High-street, Tooting, by a junction with the proposed Tramway No. 12 at a point 1 chain or thereabouts north of the junction of Defoe-road with that street.
- Tramway No. 14 (double line, 1 mile 3 furlongs 0·75 chain in length) commencing in the Parish of Saint Mary, Battersea, by a junction with the existing single line Tramway in St. John's-hill at a point  $\frac{1}{2}$  chain or thereabouts north of the junction therewith of Strath-terrace, passing along Strath-terrace, Bouflower-road, Wandsworth-common, Bolingbroke-grove, Nightingale-lane, and Bellevue-road to and terminating in the Parish of Wandsworth at the southern end of Bellevue-road.
- Tramway No. 15 (double line, 4 furlongs 7·75 chains in length) wholly in the Parish of Saint Mary, Battersea, commencing by a junction with the existing Tramway in Battersea-park-road at a point opposite the eastern side of Albert-bridge-road, passing along that road and terminating at the southern end of Albert Bridge.
- Tramway No. 15A (double line, 1 chain in length) wholly in the said Parish of Saint Mary, Battersea, commencing by a junction with the existing Tramway in Battersea-park-road at a point opposite the western side of Albert-bridge-road, and terminating by a junction with the proposed Tramway No. 15 at a point thereon about  $\frac{1}{2}$  chain northward of the junction of Albert-bridge-road with Battersea-park-road.
- Tramway No. 16 (double line, 1 mile 1 furlong 4 chains in length) commencing in the Parish of Lambeth,  $\frac{1}{2}$  chain or thereabouts northward of the southern end of York-road, passing along that road and Stamford-street through the Parish of Christchurch, across Blackfriars-road and the Tramway therein, along Southwark-street into the Parish of St. Saviour, Southwark, across Southwark-bridge-road and the Tramway therein to and terminating by a junction with the existing Tramway in Southwark-street at a point opposite the eastern side of Southwark-bridge-road.
- Tramway No. 16A (single line, 1 furlong 2·4 chains or thereabouts in length) commencing at a point hereinbefore described as the commencement of Tramway No. 16, passing along Lambeth Palace-road and terminating by a junction with the Tramway of the South London Tramways Company in Lambeth Palace-road, at a point  $3\frac{1}{2}$  chains or thereabouts south-west of the junction of Crozier-street with that road.
- Tramway No. 16B (single line, 1·4 chains in length) commencing at the point hereinbefore described as the commencement of Tramway No. 16 and terminating in the Westminster-bridge-road by a junction with the existing tramway in that road, at a point  $2\frac{1}{2}$  chains or thereabouts east of the termination of that Tramway.
- Tramway No. 16C (single line, 4·65 chains in length) commencing at a point 2 chains or thereabouts southward of the termination of
- the South London Tramways Company's Tramway in Lambeth-palace-road, and terminating by a junction with the existing Tramway in Westminster-bridge-road at a point  $1\frac{1}{2}$  chains or thereabouts eastward of the termination of that Tramway.
- Tramway No. 17 (double line, 1 furlong 7·3 chains in length) commencing in Waterloo-road at a point 1 chain or thereabouts southward of the junction of Waterloo-road and York-road, and terminating by a junction with the existing Tramway in Waterloo-road, at a point  $2\frac{1}{2}$  chains or thereabouts southward of the termination of the said existing Tramway.
- The said Tramways Nos. 16A, 16B, 16C and 17 will be situate wholly in the Parish of Lambeth.
- Tramway No. 18 (double line, 1 furlong 1·55 chains in length) commencing in the Parish of Lambeth by a junction with the existing Tramway in the Westminster-bridge-road at a point opposite St. Thomas' Church and terminating in the Parish of St. George-the-Martyr, Southwark, by a junction with the existing Tramway in St. George's-road at a point  $1\frac{1}{2}$  chains or thereabouts south-eastward from the junction of Lambeth-road and St. George's-road.
- Tramway No. 19 (double line, 5·87 chains in length) commencing in the Parish of St. George-the-Martyr, Southwark, by a junction with the existing Tramway in St. George's-road, at a point opposite the entrance to Princess-mews, and terminating in the Parishes of St. Mary, Newington, and St. George-the-Martyr, or one of them, by a junction with the existing Tramway in Newington-butts, at a point opposite the southern side of St. George's-road.
- Tramway No. 19A (double line 1·30 chains in length) commencing in the Parishes of St. George-the-Martyr, Southwark, and St. Mary, Newington, or one of them, by a junction with the existing Tramway at a point in Newington-butts opposite the north-western corner of the public-house known as the Elephant and Castle, and terminating in the Parish of St. Mary, Newington, by a junction with the existing Tramway in Newington-causeway at a point thereon in Newington-causeway opposite the said north-western corner of the said public-house.
- Tramway No. 20 (double line, 4·2 chains in length) commencing in the Parish of St. Mary, Newington, by a junction with the existing Tramway in Newington-causeway at a point 1 chain or thereabouts south of the junction of Southwark-bridge-road with Newington-causeway, and terminating in the Parish of St. George-the-Martyr, Southwark, by a junction with the existing Tramway in Southwark-bridge-road at a point  $1\frac{1}{2}$  chains or thereabouts north of the junction of Dantzic-street and Skipton-street.
- Tramway No. 21 (double line, 1 furlong 2·4 chains in length) commencing in the Parish of St. George-the-Martyr, Southwark, by a junction with the existing Tramway in Borough-road under the bridge carrying the London, Chatham, and Dover Railway over that road and Southwark-bridge-road, and terminating in the Parishes of St. George-the-Martyr, Southwark, and St. Mary, Newington, or one of them, by a junction with the existing Tramway in Borough High-street at a point  $\frac{1}{2}$  a chain or thereabouts northward of the junction

of Borough-road with Borough High-street.

Tramway No. 22 (double line, 1 furlong 6·27 chains in length) commencing in the Parish of St. Saviour, Southwark, by a junction with the existing Tramway in Southwark-bridge-road, at a point  $1\frac{1}{2}$  chains or thereabouts northward from the junction of Peter-street with Southwark-bridge-road, passing along the Marshalsea-road into and through the Parish of St. George-the-Martyr, Southwark, and terminating in the Parish of St. Mary, Newington, by a junction with the existing Tramway at the northern end of Great Dover-street.

Tramway No. 23 (double line, 4 furlongs 0·45 chain in length) commencing in the Parish of Bermondsey, at a point in Bermondsey New-road, 4 chains or thereabouts south-westward from the junction of Grange-road with Bermondsey New-road, and terminating in the Parish of Horsleydown by a junction with the existing Tramway in Tooley-street, opposite the western side of Church-row.

Tramway No. 23 is intended to be laid along the line of the new street, authorised by the London County Council (Tower Bridge Southern Approach) Act, 1895, as part of and at the time of construction of that street.

Tramway No. 24 (double line, 1·9 chains in length) commencing by a junction with the existing Tramway in New Kent-road, at a point 1 chain or thereabouts westward of the junction of Old Kent-road and Bermondsey New-road, and terminating in the Bermondsey New-road by a junction with the termination of the existing Tramway in that road.

Tramway No. 24A (double line, 1·25 chains or thereabouts in length) commencing by a junction with the existing Tramway in Old Kent-road at a point 1 chain or thereabouts south-eastward of the junction of Old Kent-road and Bermondsey New-road, and terminating at the point hereinbefore described as the termination of Tramway No. 24.

Tramways Nos. 24 and 24A will be wholly situate in the Parish of St. George-the-Martyr, Southwark.

Tramway No. 25 (single line, 1·17 chains in length) commencing at the termination of the existing Tramway in St. James-road, and terminating by a junction with the existing Tramway in Old Kent-road at a point thereon  $\frac{1}{2}$  a chain or thereabouts north-west of the junction of St. James-road with that road.

Tramway No. 25A (single line, 1·08 chains in length) commencing at the point hereinbefore described as the commencement of Tramway No. 25 and terminating by a junction with the existing Tramway in Old Kent-road at a point thereon  $\frac{1}{2}$  a chain or thereabouts south-east of the junction of St. James-road with that road.

Tramways Nos. 25 and 25A will be wholly situate in the Parish of Camberwell.

Tramway No. 26 (double line, 3 miles 4 furlongs 3·85 chains or thereabouts in length) commencing in the Parish of Camberwell by a junction with the existing Tramway in Camberwell-green at a point thereon 1 chain or thereabouts north of the junction of Camberwell-new-road with Camberwell-green, passing thence along Camberwell-green and Denmark-hill, partly in the Parish of Lambeth and partly in the Parish of Camberwell, along Champion-park in the Parish of Camberwell, and Grove-lane, Dog-kennel-hill, Grove-vale, Lordship-lane, and

London-road, in the same Parish, into and terminating in the Parish of Lewisham at a point 1 chain or thereabouts north-westwards from the junction of Dartmouth-road with London road.

Tramway No. 26A (double line, 1·5 chains in length) commencing in the Parish of Camberwell by a junction with Tramway No. 26 hereinbefore described at the point of junction of Coldharbour-lane with Denmark-hill and terminating partly in the Parish of Lambeth and partly in the Parish of Camberwell at a point opposite or nearly opposite the entrance to the Metropole Theatre.

Tramway No. 27 (double line, 1 mile 0 furlongs 3·18 chains in length) wholly in the Parish of Camberwell, commencing in Grove-vale by a junction with the proposed Tramway No. 26 hereinbefore described, at a point  $\frac{1}{2}$  chain or thereabouts north of the junction of Bourton-street with Grove-vale, passing thence along East Dulwich-road crossing the Crystal Palace-road and the existing Tramway therein, thence along the line of the existing Tramway in East Dulwich-road to the point of junction of East Dulwich-road with Peckham-rye, thence along Cross-road and Peckham-rye and terminating in Peckham-rye at a point, 1 chain or thereabouts, east of the junction therewith of Elland-road.

Tramway No. 27A (double line, 1·62 chains in length) commencing by a junction with the proposed Tramway No. 26 at a point in Lordship-lane opposite the southern side of East Dulwich-road, and terminating by a junction with the proposed Tramway No. 27 at the western end of East Dulwich-road.

Tramway No. 27B (double line, 1 chain in length) commencing by a junction with the existing tramway hereinbefore referred to in Crystal Palace-road at a point in that road opposite the southern side of East Dulwich-road, and terminating in East Dulwich-road by a junction with the proposed Tramway No. 27 at a point opposite the eastern side of Crystal Palace-road.

Tramway No. 27C (double line, 1·07 chains in length) commencing by a junction with the proposed Tramway No. 27 at the eastern end of East Dulwich-road and terminating in Peckham-rye by a junction with the existing Tramway therein at a point opposite the northern side of Cross-road.

All the Tramways hereinbefore described will, except where otherwise specified, be situate in the County of London.

#### Alteration or Reconstruction of Tramways.

To empower the Council to alter reconstruct or widen (in which expression is included the substitution of a double line of tramway for an existing single line) the Tramways or parts of Tramways in the County of London hereinafter described and to adapt the same or any of them for working by electrical traction (that is to say)—

#### Battersea Park-road line.

(1) The existing Tramway in Battersea Park-road in the Parish of St. Mary Battersea from a point thereon opposite the western side of Simpson-street to a point thereon 1 chain or thereabouts eastward of the eastern side of Bullen-street.

#### Bermondsey-new-road line.

(2) The existing Tramway in Bermondsey-new-road in the Parish of St. George the Martyr, Southwark, from a point thereon 1 chain or thereabouts northward from the junction of that road and the Old Kent-road

to a point thereon in the Parish of Bermondsey  $1\frac{1}{2}$  chains or thereabouts northwards of the junction of Webb-street with Bermondsey-new-road.

Wandsworth-road line.

(3) The existing tramway in Wandsworth-road in the Parish of Lambeth from a point thereon  $2\frac{1}{2}$  chains south-west from the junction of Clarke's-place with that road to a point thereon  $1\frac{1}{2}$  chains or thereabouts south-west from the junction of Bond-street with that road.

Albert-embankment line.

(4) The existing Tramway along Albert-embankment in the Parish of Lambeth between points respectively 3 chains south and 3 chains or thereabouts north of the junction of Spring-garden-walk with the road known as Albert-embankment.

York-road (Battersea and Wandsworth) line.

(5) The existing tramway in York-road.

(a) In the Parish of Wandsworth.

From a point thereon under the Bridge near Wandsworth-road Station carrying the London and South Western Railway over the said road to a point thereon opposite the eastern side of Bamford-road.

(b) In the Parish of St. Mary Battersea.

(i) From a point thereon  $\frac{1}{2}$  a chain or thereabouts westward of the junction of Wilson-street and York-road to a point thereon,  $\frac{1}{2}$  a chain or thereabouts eastward from the junction of York-place with York-road.

(ii) From a point thereon 1 chain or thereabouts west of the junction of Benfield-street and York-road to a point thereon at the junction of Verona-street and York-road.

(iii) Between points respectively 1 chain and 3 chains east of the point lastly herein-before described.

(iv) Between points respectively  $1\frac{1}{2}$  chains west and 4 chains east of the junction of Wye-street with York-road.

(v) Between points respectively  $6\frac{1}{2}$  chains west and 1 chain east of the junction of High-street and York-road.

Vauxhall and Camberwell line.

(6) The existing Tramway from Vauxhall to Camberwell commencing in the Parish of Lambeth at a point on the said Tramway in Upper Kennington-lane  $\frac{1}{2}$  a chain or thereabouts east of the west side of the bridge carrying the South Western Railway over that lane, continuing thence along Upper Kennington-lane to and along Harleyford-road, the roadway on the south-west side of Kennington-oval, Harleyford-street, crossing Kennington Park-road and Brixton-road and the existing Tramway therein, thence along Camberwell New-road to and terminating by a junction with the existing Tramway in Camberwell Green in the Parish of Camberwell 2 chains or thereabouts from the eastern end of Camberwell New-road.

Short-street line.

(7) The existing Tramway from Newington-butts to Walworth-road commencing in the Parishes of St. George-the-Martyr, Southwark, and St. Mary, Newington, or one of them at a point on the said Tramway about 1 chain or thereabouts north of the junction of Short-street with Newington-butts, and terminating in the parish of St. Mary, Newington, by a junction with the existing Tramway in Walworth-road at a point thereon,  $\frac{1}{2}$  chain or thereabouts south of the

junction of Short-street and Walworth-road.

It is not proposed to lay or widen any 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 either side of the street and the nearest rail of the Tramway except in the case of the following Tramways and then only at the places hereinafter described (that is to say)—

Tramway No. 4.—In Tottenham Court-road on both sides thereof. Between the junction of Bailey-street and Tottenham Court-road and the junction of Great Russell-street with that road.

Tramway No. 5.—In Hart-street on both sides thereof.

Between the junction therewith of Museum-street and the eastern side of St. George's Church.

Between the junction therewith of Bury-street and the western side of Bloomsbury-square.

In Vernon-place on both sides thereof. Between the east side of Bloomsbury-square and the junction of Southampton-row and Vernon-place.

Tramway No. 7.—In Commercial-road on both sides thereof. Between the southern end of Commercial-road and the junction therewith of West-street.

Tramway No. 8.—In Grosvenor-road on both sides thereof between a point 1 chain or thereabouts east of Fulford-terrace and a point  $2\frac{1}{2}$  chains or thereabouts south of Bessborough-place.

Tramway No. 9.—In Lower Richmond-road.

On the north-east side thereof for a length of 1 chain or thereabouts from the south-east extremity thereof.

On both sides from the southern to the northern end of Putney Bridge.

In New King's-road on both sides thereof. At the point where the said Tramway passes under the bridge carrying the Metropolitan District Railway (Fulham Extension) over the New King's-road.

Tramway No. 10.—In Scrubbs-lane, on both sides thereof.

From the northern to the southern end of the bridge carrying Scrubbs-lane over the London and North Western Railway.

Between the northern end of the northern approach to the bridge carrying Scrubbs-lane over the Grand Junction Canal and the southern end of the southern approach to the bridge carrying Scrubbs-lane over the West London loop line of the Great Western Railway, from a point  $2\frac{1}{2}$  chains or thereabouts northward of the bridge carrying the West London Railway over Scrubbs-lane to the junction of Macfarlane-road and Wood-lane.

In Shepherd's-bush-road on both sides thereof, between the junction therewith of Batoum-gardens, and a point 1 chain or thereabouts south of that junction.

In Brook-green-road on both sides thereof, opposite and for the length of the Hammer-smith Town Hall.

Tramway No. 11.—In Netherwood-road on both sides thereof, between the eastern end of that road and the point of termination of the Tramway.

Tramway No. 14.—In Boutflower-road on the northern side thereof, between the western end of the bridge carrying the said road over the London and South Western Railway and the London Brighton and

South Coast Railway, and a point  $1\frac{1}{2}$  chains east of the eastern end of the said bridge.

In Bolingbroke-grove and Bellevue-road on the western sides thereof, between the junction of Bolingbroke-grove and Boutflower-road, and the termination of the said Tramway in Bellevue-road.

On the western side of the road crossing Wandsworth Common from the Boutflower-road to Battersea Rise.

In Bolingbroke-grove on the eastern side thereof—

Between points respectively  $2\frac{1}{2}$  chains and  $8\frac{1}{2}$  chains south of Battersea Rise.

Between Dents-road and Blenkarne-road.

In Bellevue-road on the eastern side thereof, between St. James's-road and a point 2 chains south of Althorpe-road.

Tramway No. 16.—In Stamford-street on both sides thereof, between a point 1 chain or thereabouts west of Cornwall-road and the junction therewith of Blackfriars-road.

Tramway No. 19.—St. George's-road on the southern side thereof, between the junction therewith of Temple-street and a point 3 chains or thereabouts east of that junction.

Tramway No. 26.—In Grove-vale—

On both sides thereof at the bridge carrying the London, Brighton, and South Coast Railway over Grove-vale.

On both sides thereof between the west side of Derwent-grove and the east side of Elsie-road.

In Lordship-lane on both sides thereof, at the bridge carrying the London, Chatham, and Dover Railway over Lordship-lane.

Tramway No. 27.—In Peckham Rye on the southern side thereof from Nunhead-lane to Elland-road.

On the northern side thereof—

Between points respectively  $1\frac{1}{2}$  chains and  $2\frac{1}{2}$  chains west of the junction therewith of Cross-road.

Between Somerton-road and Waveney-avenue.

Between points respectively 2 chains and 4 chains east of Waveney-avenue.

Between points 4 chains west and 2 chains east of Rye-hill-park.

York-road Battersea and Wandsworth Line.

In York-road on both sides thereof—

Between the commencement of the proposed Tramway Widening and the junction of Bamford-road with York-road.

Between a point  $\frac{1}{2}$  a chain or thereabouts westward of the junction therewith of Wilson-street and a point opposite the western side of Linda-street.

Between points respectively 1 chain or thereabouts east and 1 chain or thereabouts west of the junction therewith of Benfield-street.

Between points respectively 1 chain and 3 chains or thereabouts east of the junction therewith of Verona-street.

Between the junction therewith of Wye-street and the junction therewith of Totteridge-road.

Between points respectively 3 chains or thereabouts and  $4\frac{1}{2}$  chains or thereabouts east of the junction therewith of Totteridge-road.

Between points respectively 2 chains and 1 chain or thereabouts west of the junction therewith of High-street.

Vauxhall and Camberwell Line.

Harleyford-road on both sides thereof throughout the entire length thereof from Upper

Kennington-lane to the eastern end of Harleyford-road.

The roadway on the south-west side of Kennington Oval—

(a) On the south side thereof between points respectively  $1\frac{1}{2}$  chains and  $2\frac{1}{2}$  chains south-eastward from the junction of the said roadway with Harleyford-road;

(b) On the north side between points  $2\frac{1}{4}$  chains and  $\frac{3}{4}$  chain north-westward of a point opposite the north-west corner of the Vicarage of St. Mark's, Kennington;

Camberwell New-road on both sides—

Between Warner-road and a point  $2\frac{1}{4}$  chains or thereabouts west of the junction of that road with Camberwell New-road.

*Note.*—Except as above stated, it is intended that no Tramway or widening of a Tramway shall be made in any part of a street of which the carriage-way is for a distance of 30 feet or upwards less than 32 feet wide, unless or until such portion of carriage-way shall have been widened to a width of not less than 32 feet.

And in this notice (unless otherwise stated)—

Where in any description any distance is given with reference to any street or road, such distance is measured from the centre of such street or road;

Where a distance is given with reference to the junction of any two streets or roads, such distance is measured from the point at which lines drawn along the centres of such streets and roads, and produced would intersect each other;

A point described as opposite to any street or road is to be taken as being opposite the centre of such street or road.

The proposed Tramways and widenings will be laid on a gauge of 4 feet  $8\frac{1}{2}$  inches, and it is not intended to run thereon carriages or trucks adapted for use upon Railways, and the motive power proposed to be employed thereon will be either animal or electrical power.

To enable the Council for the purpose of or in connection with the laying down of the proposed tramways or widenings or some of them and with the consent of the Road Authority to increase the width of the carriage-way along which they will be laid by reducing the width of the footway.

To make provision for the working of the proposed Tramways and widenings or any of them (hereinafter referred to as "the Tramways") by electrical power and to incorporate in the intended Act and make applicable to the Tramways and the working thereof the provisions of the London County Tramways (Electrical Power) Act 1900 with or without variation or modification.

To enable the Council and their lessees and licensees to move vehicles on the Tramways or any of them by electrical power and to enable the Council or their Lessees or Licensees to lay down construct erect and maintain on in under or over the surface of any street or road such posts conductors wires tubes mains plates cables and apparatus and to make and maintain such openings and ways in any street or road as may be necessary or convenient for conveying energy to and along the Tramways and working the same by electrical traction.

To empower the Council with the consent of the owner and occupier of any house or building to place thereon or attach thereto any posts conductors wires cables or apparatus for the purposes aforesaid.

To authorise the Council in laying down or altering Tramways and laying repairing and maintaining cables wires conduits tubes pipes

coverings inspection boxes and appliances and for any of the purposes of the intended Act to open and break up the surface of and to alter stop and otherwise interfere with any street road footpath sewer drain pipe wire tube and other apparatus and to make provision for the maintenance and repair of the street and road or parts of the street and road in which the Tramways are or will be situate.

To authorise and provide for the demanding taking and recovery of tolls rates and charges for the use of the Tramways and for the conveyance of passenger or other traffic upon the same and to authorise the Council to provide place maintain and work carriages on the Tramways.

To confer further powers on the Council for preventing the obstruction of vehicles on the Tramways and for the regulation of other traffic in the streets in which Tramways are laid and to make and enforce bye-laws in relation thereto.

To empower the Council to make such crossings passing places sidings junctions and other works in connection with the Tramways hereinbefore referred to or which may now or hereafter belong to them as may be necessary or convenient for the effectual working of their Tramways as one tramway system for the County of London or for affording access to any depots stables works shops or buildings used in connection with their Tramways or any of them; to alter the position of any of their Tramways and to lay down double lines in lieu of single lines or single lines in lieu of double lines or inter-lacing lines in lieu of single or double lines on such conditions and subject to such consents as may be prescribed in the Bill.

To make provision for the user and disposal by the Council of any paving or road materials which may be removed in the construction or alteration of the Tramways or either of them.

To enable the Council to deviate laterally and vertically from the line and levels of the intended Works shown upon the deposited Plans and Sections hereinafter mentioned.

To incorporate in the Bill and to apply to the Council with or without alteration some of the provisions of "The Tramways Act 1870" and especially so far as may be thought necessary the provisions of that Act with respect to the breaking up reinstatement and repair of streets and roads, to Gas and Water Companies, and sewers, to the use of the Tramways with flange-wheeled carriages etc. to bye-laws; and to offences; and to confer upon the Council with respect to the Tramways proposed to be authorised by the Bill such powers rights and privileges as may be defined in the Bill.

To authorise the Council on the one hand and any Company Corporation or persons on the other hand to enter into contracts and agreements for and in relation to the maintenance and working of the Tramways and the supply of energy for use thereon and for leasing the same by the Council in consideration of such rent and generally upon such terms and conditions as may be agreed on between the contracting parties or as the Bill may define or as Parliament may prescribe.

To enable the Council on the one hand and any Company or Companies owning Tramways in the County of London on the other hand to enter into and carry into effect agreements with respect to the working use management and maintenance of the Tramways or any other Tramways belonging to the Council or to the said Companies respectively.

To authorise and empower the Council on the one hand, and the local authority of any district

adjoining the county of London on the other hand, to enter into and carry into effect any agreement with respect to the working of any Tramway or any part of any Tramway in such adjoining district connected with the Tramways of the Council.

#### Street Improvements.

To enable the Council to carry out the following street works and widenings in the county of London (that is to say):—

(1) A widening of New King's-road in the Parish of Fulham—

(a) On the southern or south-eastern side thereof—

(i) From the eastern corner of the public-house at the junction therewith of High-street, Fulham, to the viaduct carrying the Metropolitan District Railway (Fulham extension) over Hurlingham-road.

(ii) Between Hurlingham-road and Grimston-road.

(iii) From Broomhouse-road to a point 1 chain thereabouts west of the centre of Peterborough-road.

(iv) From Wandsworth Bridge-road to Waterford-road, including the widening of a portion of that road on the south-west side thereof for a distance of  $1\frac{1}{2}$  chains from the southern side of New King's-road.

(b) On the northern or north-western side thereof—

(i) From Burlington-road to the aforesaid viaduct.

(ii) From the eastern side of the said viaduct to Parsons Green.

(iii) Between the eastern corner of Eel Brook Common and Harwood-road.

(2) A widening of King's-road—

(a) On the northern or north-eastern side thereof—

From Britannia-road in the said Parish of Fulham to a point in the Parish of Chelsea opposite the western side of Uverdale-road, including the widening of the bridge carrying the King's-road over the West London Extension Railway.

Between Edith-grove and Slaidburn-street.

(b) On the southern or south-western side thereof in the Parish of Chelsea—

Between Edith-row and Stamford-street.

Between a point 2 chains or thereabouts east of Lots-road, and Dartrey-road.

(3) A widening of Blantyre-street in the Parish of Chelsea on the northern side thereof from the western end of that street to the point of commencement of the new street hereinafter described.

(4) A new street wholly in the Parish of Chelsea, commencing at a point  $4\frac{1}{2}$  chains or thereabouts north-westward of the junction of Blantyre-street and Cheyne-walk, and terminating in Cheyne-walk at a point opposite Riley-street.

(5) A new street in the same parish, being a continuation of Lackland-terrace, commencing at the south-east end of Lackland-terrace and terminating in Blantyre-street aforesaid at or near the point of commencement of the new street lastly hereinbefore described.

(6) A widening of Cheyne-walk in the same Parish on the north side between Millman-street and a point  $1\frac{1}{2}$  chains or thereabouts westward of the centre of Beaufort-street.

(7) Widenings of Scrubbs-lane in the Parish of Hammersmith:—

(a) On the western side—

(i) From the northern side of the premises known as Ellesland House to the northern end of the bridge carrying Scrubbs-lane



- over the London and North Western Railway.
- (ii) From a point  $5\frac{1}{2}$  chains or thereabouts southward of the southern end of the said bridge to a point  $1\frac{1}{2}$  chains or thereabouts northward of Hythe-road.
- (iii) From a point 1 chain or thereabouts southward of the said Hythe-road to the northern end of the bridge carrying Scrubbs-lane over the Grand Junction Canal.
- (b) On the eastern side—
- (i) From the southern end of the bridge carrying Scrubbs-lane over the London and North Western Railway aforesaid to a point  $1\frac{1}{2}$  chains or thereabouts south of the junction of Hythe-road with Scrubbs-lane.
- (ii) From the southern end of the bridge carrying Scrubbs-lane over the Great Western Railway (West London Loop) to a point 2 chains or thereabouts northward of the bridge carrying the London and North Western Railway (West London Loop) over Scrubbs-lane.
- (8) A widening of Brook-green-road in the said Parish of Hammersmith on the east side thereof from a point on the northern side of Hammersmith Town Hall to a point  $6\frac{1}{2}$  chains or thereabouts north thereof.
- (9) A widening of the Fulham Palace-road, in the Parish of Fulham—
- (a) On the western side thereof, commencing at a point 1 chain or thereabouts northward of Lalor-street, and terminating at the northern corner of the public-house opposite Fulham-road.
- (b) On the eastern side thereof, from the corner of Fulham-road for a distance of  $1\frac{1}{2}$  chains or thereabouts northwards.
- (10) A widening of High-street, in the Parish of Fulham, between points respectively 5 chains or thereabouts north and  $4\frac{1}{2}$  chains or thereabouts south of Rigault-road.
- (11) A widening of Richmond-road, in the Parish of Hammersmith, on the western side between Minford-gardens and a point 2 chains or thereabouts from the centre of the Tramways in Uxbridge-road.
- (12) A widening of Richmond-road and Woodstock-road in the same parish, from the corner of Uxbridge-road to a point  $1\frac{1}{2}$  chains south thereof.
- (13) A widening in the Parish of Wandsworth of Red Lion-street on the eastern side thereof, commencing at the termination of the new street now in course of construction by the Metropolitan Borough Council of Wandsworth, and terminating at High-street.
- (14) A widening of South-street, in the Parish of Wandsworth—
- (a) On the eastern side—
- (i) From a point 6 chains or thereabouts south of High-street to the northern side of the bridge carrying the aqueduct over that street.
- (ii) From the southern side of the said bridge to the northern corner of the public-house known as the Waggon and Horses.
- (iii) From the southern side of the passage or entrance on the southern side of the said public-house to Allfarthing-lane.
- (b) On the western side—
- (i) Between Buckholt-road and a point  $4\frac{1}{2}$  chains or thereabouts southward of that road.
- (ii) For a distance of 20 feet or thereabouts northward of the said aqueduct bridge.
- (iii) From a point on the southern side of the said bridge to a point  $3\frac{1}{2}$  chains or thereabouts southward of Mapleton-road.
- (15) A widening of Garratt-lane, in the Parish of Wandsworth—
- (a) On both sides thereof—
- Between Allfarthing-lane and Swaffield-road.
- (b) On the eastern side thereof—
- (i) Between Swaffield-road and Atheldene-road.
- (ii) From a point 3 chains or thereabouts south-westward of Vanderbilt-road to a point  $5\frac{1}{2}$  chains or thereabouts north-westward of Algrave-road.
- (iii) From Earlsfield-road to the entrance to the Earlsfield Station of the London and South Western Railway Company on the north-western side of the said railway.
- (iv) From the south-western corner of the board school, 5 chains or thereabouts northward of Siward-road to a point  $1\frac{1}{2}$  chains north-eastward of the refuge opposite the eastern end of Summerstown.
- (v) From a point opposite the junction of Summerstown with Garratt-lane to a point  $4\frac{1}{2}$  chains south-eastward of the said refuge.
- (c) On the western side thereof—
- (i) From a point 4 chains or thereabouts south of Bendon Valley to the northern fence of the London and South Western Railway.
- (ii) From Steerforth-street to Siward-street, aforesaid.
- (iii) From Turtle-road to Burtop-road.
- (iv) From Headworth-road to a point  $1\frac{1}{2}$  chains or thereabouts southward of Maskell-road.
- (v) Between a point  $1\frac{1}{2}$  chains or thereabouts southward of the refuge hereinbefore referred to and Wimbledon-road.
- (16) A widening of the said Garratt-lane in the parish of Streatham—
- (a) On the eastern side thereof.
- (i) Between a point opposite the centre of Wimbledon-road and a point 5 chains or thereabouts south-eastward therefrom.
- (ii) From a point 2 chains or thereabouts south-east of Smallwood-road to Selkirk-road in the parish of Tooting Graveney.
- (b) On the western side—
- From a point  $3\frac{1}{2}$  chains southward of Wimbledon-road to a point in the Parish of Tooting Graveney 4 chains or thereabouts south-east of Smallwood-road.
- (17) A widening of the said Garratt-lane in the Parish of Tooting Graveney—
- On the south-western or western side of the said lane from a point  $1\frac{1}{2}$  chains or thereabouts eastward of Fountain-road to a point opposite the western end of Defoe-road.
- (18) A widening in the parish of Tooting Graveney of Defoe-road on the southern side thereof between the western end thereof and a point 5 chains or thereabouts westward of the junction therewith of Merton-road.
- (19) A widening in the Parish of Tooting Graveney on the northern side of Defoe-road and the western side of High-street, commencing at a point in Defoe-road 9 chains or thereabouts westward from the junction of Defoe-road and High-street, and terminating in High-street at a point 1 chain northward of Selkirk-road.
- (20) A widening of Strath-terrace in the Parish of Battersea on the northern side thereof between St. John's-hill and the western side of the bridge over the London and South Western and London, Brighton, and South Coast Railways.
- (21) A widening of Bellingbroke-grove:—
- (a) On the western side between Battersea-rise and a point  $1\frac{1}{2}$  chains south of the south side of Battersea-rise.

(b) On the eastern side between Battersea-rise and a point  $1\frac{1}{2}$  chains north of Mallinson-road.

(22) A widening of Denmark-hill on the west side thereof in the Parish of Lambeth between a point  $\frac{1}{2}$  chain or thereabouts north of Sun-court and Coldharbour-place.

(23) A widening of Denmark-hill on the east side thereof in the Parish of Camberwell between points respectively  $1\frac{1}{2}$  and 2 chains south of Selborne-road.

(24) A widening in the Parish of Camberwell of Champion-park on the southern side thereof and Grove-lane and Dog-kennel-hill on the western sides thereof, commencing at the junction of Champion-park with Denmark-hill and terminating at the junction of Constance-road with Dog-kennel-hill.

(25) A widening of Dog-kennel-hill and Grove-vale on the east side thereof, between the Glebe and a point  $1\frac{1}{2}$  chains or thereabouts south thereof, and also between a point 8 chains or thereabouts north of the bridge carrying the London Brighton and South Coast Railway over Grove-vale and Melbourne-grove.

(26) A widening of Grove-vale on the southern and western sides thereof, between Elsie-road and Bourton-street.

(27) A widening of Lordship-lane in the Parish of Camberwell.

(i) On the western side thereof—

(a) From a point  $1\frac{1}{2}$  chains north of Zenoria-street to a point 2 chains south of Colwell-road.

(b) From the south boundary of the property of the Passmore Edwards Dulwich Public Library to Court-lane.

(c) Between points respectively 2 chains eastward and 2 chains westward of the northernmost point of St. Peter's Church.

(ii) On the eastern side thereof—

Between Bawdale-road and a point 2 chains or thereabouts north of Pellatt-road.

Between points respectively 5 chains northward and 4 chains southward of Overhill-road.

(28) A widening of London-road:—

(i) On the southern side thereof—

(a) In the parish of Lewisham, between Sydenham-hill and Sydenham-rise.

(b) In the parish of Lewisham from a point  $1\frac{1}{2}$  chains or thereabouts eastward of Queen's-road to a point  $1\frac{1}{2}$  chains or thereabouts west of Dartmouth-road.

(ii) On the northern side thereof—

From a point  $3\frac{1}{2}$  chains or thereabouts west of Sydenham-rise to a point 3 chains or thereabouts east of Honor Oak-road.

(29) A widening in the parish of Tooting Graveney of Merton-road on the eastern side thereof between Longley-road and a point  $2\frac{1}{2}$  chains south of Tooting-grove.

(30) A widening in the Parish of Lambeth of Harleyford-street on the north-eastern side commencing at Kennington Oval and terminating at Kennington-park-road.

(31) A widening of Camberwell New-road on the southern side commencing at the junction therewith of Warner-road in the Parish of Lambeth, and terminating at Denmark-hill in the Parish of Camberwell.

Purchase of lands at Camberwell.

To enable the Council to purchase and take by compulsion or Agreement certain lands in the Parish of Camberwell, comprising the premises of the Saint Matthew's Girls School, abutting on Camberwell New-road, and lying between the existing Tramway depôt of the Council in that road and the Catholic Apostolic Church.

To empower the Council to erect and maintain on the said last-mentioned lands, or on any part thereof, with all necessary engines, dynamos, plant, and machinery, a station for generating and transforming electric energy.

General and Incidental Powers.

To enable the Council so far as they may deem necessary in connection with any of the Improvements to alter and remove any drinking troughs, lamp posts, railings, and other buildings and erections upon the streets or lands shown on the deposited plans; and to divert, alter or stop up and appropriate the sites and soil of any streets, courts, passages, thoroughfares or alleys shown upon the said plans.

Among other streets, courts, passages, and places which may be stopped up under the powers of the Bill are the following—

In connection with the new streets hereinbefore described:

World's End-passage, Little Daw's-place, Foundry-place, Jackson's-buildings, Lackland-cottages.

In connection with the Brook Green-road widening hereinbefore described:

Lockett's-cottages, Old-ham-place.

In connection with Red Lion-street widening hereinbefore described:

Ram's-square.

In connection with the Denmark-hill widening hereinbefore described:

Sun-court.

To enable the Council in connection with the proposed works to make junctions with streets and diversions and alterations of streets both as regards line and level to construct subways and to alter and divert any tramway lines which may be situate in such streets both as regards line and level, and to divert, alter, and remove sewers, steps, areas, drains, tubes, wires and pipes.

To enable the Council to purchase by compulsion or agreement all such lands, houses and other property as may be required for the purposes of the Bill, or as may be delineated upon the deposited plans as intended to be taken, and any easements over or affecting the same, and to appropriate such lands for the purposes of the intended improvements or the erection of buildings or otherwise as the Bill may define.

To enable the Council to deviate laterally and vertically from the line and levels of the intended works shown upon the deposited plans and sections hereinafter mentioned.

To underpin, support, and otherwise strengthen walls and buildings near to or which may be affected by any of the proposed works without being required to purchase the same.

To incorporate and apply to the purposes of the intended Act with modifications and variations the provisions of the Lands Clauses Acts and to enable the Council to purchase so much only of any property as may be required for the purposes of the intended Act and to exempt the Council 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 and to exempt the Council from the operation of Section 133 of "The Lands Clauses Consolidation Act, 1845."

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Council.

To make any special provisions as to determining the purchase-money and compensation payable in respect of lands and property required for the purposes of the intended Act and to provide for limiting the amount thereof and claims in respect thereof in cases of recent

buildings and alterations and recently-created interests therein.

To provide that where houses or buildings of a bad or insanitary character or condition are situate in an unhealthy area are taken the purchase-money and compensation in respect thereof shall be assessed and determined according to the principles indicated in "The Housing of the Working Classes Act, 1890," in reference to such houses or premises, and to provide as to the procedure and tribunal by which such compensation shall be assessed.

To enable the Council and their officers to enter, survey and value at any time lands and buildings shown on the deposited plans, and to obtain information as to value and ownership.

To confer on the Council powers to erect or authorise the erection of hoardings or other works in streets during the execution of any of the intended works.

To provide for the maintenance, repair and lighting of the intended Works and Improvements, and in certain cases to charge the same upon the rates leviable within the Parishes and Metropolitan Boroughs within which they are situate.

To enable the Council to sell, convey, lease, exchange, and otherwise dispose of, for building purposes or otherwise, 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 to dispose of any building, paving, or other materials.

To enable the Council in selling or disposing of lands acquired by them for purposes of the proposed Improvements, but not required for the actual Works, to attach conditions as to the use thereof, and to enable the Council to enforce such conditions by power of re-entry penalties or otherwise.

To apply to the Works or some of the Works proposed to be constructed under the powers of the Bill all or some of the provisions of "The London County Council (Subways) Act 1893," and to make such provisions applicable during as well as after the construction of the Works and to confer powers on the Council for requiring Gas, Water, Electric Light and other Companies to move into any subway constructed in connection with the intended Improvements any pipes or wires in any of the thoroughfares which will be affected under the Bill.

#### Contributions by Local Authorities.

To authorise and provide for contributions towards the cost of all or any of the Street Works and Widening hereinafter described by the councils of the metropolitan boroughs in which the same are respectively situate.

To make all necessary provisions for raising any money required for any contributions from any metropolitan borough council to the Council, under the provisions of the intended Act for any of the purposes of the intended Act, and to confer the necessary powers for collecting and recovering the amount of any such contributions and so far as necessary to authorise and provide for the borrowing of the sums required and for charging the amount of the contributions of the several borough councils upon the rates leviable within their boroughs respectively or in such portion of such boroughs as may be defined in the intended Act.

#### Financial.

To provide that all costs and expenses of the Council in the execution of the powers of the intended Act (except so far as they may be otherwise provided for) shall be defrayed as

payments for general or special County purposes within the meaning of "The Local Government Act 1888" as may be defined in the intended Act.

To make provisions as to the charging of any expenditure under the intended Act with reference to Tramways either as a general County purpose or a special County purpose and as to the application of any receipts or revenue arising from or in respect of the Tramways and the method of keeping accounts with reference thereto and as to allocation of capital expenditure between the Improvements and Tramways accounts.

To enable the Council from time to time (in accordance with the provisions of the Acts regulating the raising of money for capital purposes by the Council) to raise money by the creation and issue of Consolidated Stock to such amount as may be necessary for the purposes of the intended Act or to resort to the Consolidated Loans Fund and to make provisions as to the redemption of such Stock or repayment of Loans and the payment of interest or dividend thereon out of the revenue arising from Tramways or out of the Consolidated Loans Fund and County Rate and to include in their estimates and precepts for the purpose of the County Rate such sums (if any) as may be requisite for these purposes.

#### Miscellaneous.

To authorise the making or provide for the confirmation of any Agreement between the Council and the councils for the metropolitan boroughs or any or either of them with reference to any matters hereinbefore mentioned in which they are respectively interested.

To confer further powers on the Council to purchase lands by Agreement for or in connection with the purposes of the Bill or any other purpose.

To alter and amend, so far as may be necessary for the purposes aforesaid, "The Metropolitan Managements Acts, 1855 to 1893," and any other Acts relating to the Council and the Local Management of the Metropolitan.

To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act.

Duplicate plans and sections describing the line, situation and levels of the proposed Tramways, street improvements and 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 London at his office at the Sessions House, Clerkenwell-green, and with the Clerk of the Peace for the County of the City of London at the Sessions House, Old Bailey, E.C., and on or before the same day a copy of the said plans, sections and book of reference, together with a copy of this Notice, will be deposited as follows, viz.:

So far as relates to the Parish of St. Mary, Islington, with the Town Clerk of the Metropolitan Borough of Islington, at his office at the Town Hall, Upper-street, Islington, N.

So far as relates to the Parish of St. Mary, Stoke Newington, with the Town Clerk of the Metropolitan Borough of Stoke Newington, at his office at the Town Hall, Milton-road, Stoke Newington, N.

So far as relates to the Parish of Hammersmith, with the Town Clerk of the Metropolitan Borough of Hammersmith, at his office at the Town Hall, Broadway, Hammersmith, W.

So far as relates to the Parish of Fulham with the Town Clerk of the Metropolitan Borough of Fulham, at his office at the Town Hall, Walham Green, S.W.

So far as relates to the Parish of Chelsea with the Town Clerk of the Metropolitan Borough of Chelsea, at his office at the Town Hall, King's-road, Chelsea, S.W.

So far as relates to the Parishes of St. George Hanover-square, St. Margaret and St. John the Evangelist Westminster, St. Martin-in-the-Fields, St. Clement Danes, St. Mary-le-Strand, and Precinct of the Savoy, with the Town Clerk of the City of Westminster, at his office at the Town Hall, Charing Cross-road, W.C.

So far as relates to the extra parochial places of the Inner Temple and Middle Temple with the Clerk of the Parish of St. Dunstan-in-the-West, at the Vestry, St. Dunstan's Church, Fleet-street, E.C.

So far as relates to the Precinct of Whitefriars, the Parish of St. Bride, and the Precinct of Bridewell, with the Parish Clerk of the Parish of St. Bride, in the City of London, at his office at 9, Bell's-buildings, Salisbury-square, Fleet-street, E.C.

So far as relates to the Parish of St. Pancras with the Town Clerk of the Metropolitan Borough of St. Pancras, at his office at the Town Hall, Pancras-road, N.W.

So far as relates to the Parish of Hackney with the Town Clerk of the Metropolitan Borough of Hackney, at his office at the Town Hall, Mare-street, Hackney, N.E.

So far as relates to the Parish of St. Marylebone with the Town Clerk of the Metropolitan Borough of St. Marylebone, at his office at the Town Hall, Marylebone-lane, W.

So far as relates to the Parishes of St. Giles-in-the-Fields, St. George, Bloomsbury, St. George-the-Martyr, Holborn, and the Liberty of Saffron-hill, with the Town Clerk of the Metropolitan Borough of Holborn, at his office at the Town Hall, Gray's-Inn-road, E.C.

So far as relates to the Parishes of St. James and St. John, Clerkenwell, and St. Sepulchre with the Town Clerk of the Metropolitan Borough of Finsbury, at his office at the Town Hall, Rosebery-Avenue, E.C.

So far as relates to the Parishes of Wandsworth, Putney, Streatham, and Tooting Graveney, with the Town Clerk of the Metropolitan Borough of Wandsworth, at his office at the Town Hall, East Hill, Wandsworth, S.W.

So far as relates to the Parish of St. Mary, Battersea, with the Town Clerk of the Metropolitan Borough of Battersea, at his office at the Town Hall, Lavender Hill, S.W.

So far as relates to the Parish of Camberwell with the Town Clerk of the Metropolitan Borough of Camberwell, at his office at the Town Hall, Peckham-road, S.E.

So far as relates to the Parish of Lambeth with the Town Clerk of the Metropolitan Borough of Lambeth, at his office at the Town Hall, Kennington-green, S.E.

So far as relates to the Parish of Lewisham with the Town Clerk of the Metropolitan Borough of Lewisham at his office at the Town Hall, Rushey-green, Catford, S.E.

So far as relates to the Parishes of St. George-the-Martyr, Southwark, St. Mary, Newington, St. Saviour and Christchurch, with the Town Clerk of the Metropolitan Borough of Southwark, at his office at the Town Hall, Walworth-road, S.E.

So far as relates to the Parishes of Bermondsey and St. John, Horsleydown, with the Town Clerk

of the Metropolitan Borough of Bermondsey, at his office at the Town Hall, Spa-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 19th day of November, 1900.

G. L. GOMRE, Clerk of the Council,  
County Hall, Spring-gardens, S.W.

DYSON and Co., 9, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament—Session 1901.

Newcastle-upon-Tyne and Gateshead Gas.  
(Extension of Limits of Supply; Exercise of Powers within Extended Limits; Holding and use of Additional Lands for Gasworks Purposes; Purchase of Additional Lands by Agreement; Additional Capital; Conversion, Consolidation and Re-arrangement of Capital, and Alteration of Sliding Scale; Power to Trustees to invest in Debenture and Preference Stocks of Company; Offer of Stock not sold by Auction to Consumers; Erroneous Meters; Regulation, Inspection, &c., of Service Pipes, Meters and Fittings; Anti-Fluctuators; Closing of Transfer Books; Discounts to Consumers; Stoves, Fittings, &c., not Liable for Distraint for Rent; Company not liable to supply to persons in default; Consumers to give notice before Quitting Premises; Qualification, Number and Quorum of Directors; Incorporation and Amendment of Acts; General and Miscellaneous Provisions).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Newcastle-upon-Tyne and Gateshead Gas Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes (that is to say):—

To extend the limits within which the Company may supply gas as defined by the Newcastle-upon-Tyne and Gateshead Gas Acts, 1864 and 1867, so as to include within such limits the following parishes or such of them, or such part or parts thereof, as may be defined by the Bill, viz.:—

So much of the parish of Long Benton as is not now within the said authorised limits, and the parishes of North Gosforth, Fawdon, Kenton, East Brunton, West Brunton, Prestwick, Ponteland, Little Callerton, High Callerton, Darras Hall, East Heddon, Heddon-on-the-Wall, Houghton and Close House, Wylam, Prudhoe Castle and Prudhoe, all in the county of Northumberland, and the parish of Usworth in the county of Durham, and to re-define the Company's limits of supply as so extended, in accordance with the present descriptions of the various districts therein comprised for the purposes of local civil government.

To enable the Company to exercise, within such extended limits of supply, the rights, powers, privileges and authorities which they now have or may exercise within their existing limits as defined by the said Acts, for the supply of gas, including the powers with respect to demanding, taking, and levying rates, rents and charges for and in respect of the supply of gas within such extended limits, the laying down and maintaining, taking up and renewal of mains, pipes and other works connected with the supply and distribution of gas, the opening or breaking up of streets, roads, bridges, and other works, and generally the exercise of the powers of the Gas Works Clauses Acts, 1847 and 1871, and all powers usually conferred upon gas companies.

To authorise the Company to hold and use the lands next hereinafter described, and thereon to make, erect, and maintain gas-works, retort-houses, retorts, gasholders, purifiers, mains, pipes, machinery, and other apparatus, works, and conveniences for the manufacture, conversion, and supply of gas, coke, tar, pitch, and other residual products obtained in the manufacture of gas, and to make, store, and convert gas and all other residual products and other substances, products, or matters producible therefrom or used in relation to the production or manufacture thereof.

The lands in this paragraph referred to are the following, viz. :—

- (1) Two pieces of land lately the property of the North-Eastern Railway Company situate at Redheugh, in the county borough of Gateshead, in the county of Durham, containing respectively 5,710 square yards and 213 square yards or thereabouts, and lying near to and on the west side of the existing Redheugh Works of the Company.
- (2) A piece of land lately the property of Lord Northbourne, situate at St. Anthony's, in the city and county of Newcastle-upon-Tyne, and containing two acres or thereabouts, bounded on the north and east by an occupation road leading to a street called Ellison-place, on the south by the river Tyne, and on the west by property belonging to Lord Northbourne.
- (3) Certain pieces of land, containing together 1 acre 3 roods 11½ perches, or thereabouts, situate in the borough of Gateshead, in the county of Durham, near the river Team, formally the site of the Tyne Bolt and Rivet Works, bounded by a street called Team-street on the south, by a railway formerly called Abbot's tramway on the east, and by other property of the Company on the north and west.

To enable the Company to purchase additional lands by agreement, and to hold and use the same for the general purposes of their undertaking.

To authorise the Company to raise additional capital for the purposes of the Bill and the general purposes of their Undertaking by the creation and issue of new shares or stock or debenture stock, or by any of such means, and to attach to such new shares or stock or some of them any preference or priority of dividend or other rights and privileges, and to apply to the purposes aforesaid any capital, funds or money now belonging to or authorised to be raised by the Company.

To effect re-arrangements of the capital of the Company; to provide for the conversion of the existing preference and ordinary stock of the Company into new stock; to make provisions with respect to the dividend on such stock, and to attach to any new preference stock such fixed preferential interest as the Bill may define, and to alter the enactments relating to the price of gas and to the scale of dividend as dependent thereon.

To provide that the debenture, and preference stocks of the Company shall be deemed to be investments in which trustees may invest under the Trustee Act, 1893.

To alter the provisions of the Company's Acts with reference to stock offered by auction or tender and not sold, and to provide for the offer of such stock to the holders of the Company's ordinary stock, or the gas consumers of the Company.

To make provision in the case of gas meters registering erroneously, as to the allowances to

be made to, or payments to be made by, the consumers.

To make provision for prescribing and regulating the position in which consumer's meters and pipes and fittings connected therewith shall be placed, and to empower the Company to prescribe and regulate such pipes and fittings and to inspect and test the same, and to prohibit improper or insufficient pipes and fittings, and to enforce the user of anti-fluctuators or apparatus in connection with gas-engines, and to make provision for inspecting and testing the same.

To make further provisions with respect to the closing of the transfer books, and the regulation of the manner of allowing discounts to the consumers of gas, and to exempt the Company's stoves and automatic fittings from liability to distraint for rent, and to relieve the Company from liability to supply gas to persons in default, and to require gas consumers to give notice to the Company before quitting their premises.

To alter the provisions of the Company's Acts with respect to the qualification of directors and the number of directors and quorum of meeting of directors.

The Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will incorporate, with or without alteration, all or some of the provisions of the Gasworks Clauses Act, 1847, as amended by the Gasworks Clauses Act, 1871, and the Companies Clauses Acts, and, so far as may be necessary, will alter, amend or repeal the provisions of the Newcastle-upon-Tyne and Gateshead Gas Acts, 1864, 1867, 1873, 1879 and 1896.

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 19th day of November, 1900.

COOPER and GOODGER, Newcastle-upon-Tyne, Solicitors.

DRYSON and Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

British Westinghouse Electric and Manufacturing Company, Limited.

(Agreements and Arrangements with respect to the adaptation of the Railways of the Metropolitan and Metropolitan District Railway Companies and portion of the Railway of the London and South Western Railway Company for Working by Electrical Traction; Equipment; Leasing of Lands; Exercise by Company of certain Powers of the two first-mentioned Companies with respect to the Electrification of their Railways; Power to the two Companies to raise additional Capital and apply Funds; Temporary Suspension of Running Powers of other Railway Companies over the Railways of the two first-mentioned Companies; Revival and Extension of Time for Acquisition of Lands and Construction of Works authorised by the Metropolitan and District Railway Acts, 1897 and 1900, and the Metropolitan Railway Act, 1898; Repeal, Alteration, and Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the British Westinghouse Electric and Manufacturing Company, Limited (in this Notice referred to as "the Company") for leave to introduce a Bill to effect all or some of the following purposes (that is to say):—

1. To authorise the Metropolitan District Railway Company and the Metropolitan Railway Company (in this Notice respectively referred to as "the District Company" and "the Metropolitan Company" and together as "the two Companies") or either of them, on the one hand, to make, vary, and rescind joint and several contracts, arrangements, or agreements with the Company on the other hand, in respect of all or any of the purposes of the Bill, and to enable the two Companies, in the manner and to the extent provided for by the Bill, to incur joint and several indebtedness to and in regard to the Company, and to enter into bonds, guarantees, and other obligations with the Company for the purpose of securing the payment of all such sums of money as shall be due, and owing by and between the Company and the two Companies under any such joint and several contracts, agreements, or arrangements, on such terms as may be agreed upon, or shall be fixed by the Bill, and to authorise the two Companies, or either of them, for such payment to apply their funds and revenue, and to raise money by the creation and issue of new ordinary or preference stocks and shares, or by borrowing, and to confirm all such arrangements or agreements already made, or which prior to the passing of the Bill may be made relative thereto.

2. To authorise and empower the two Companies, or either of them, on the one hand, and the Company on the other hand, to enter into and carry into effect agreements with respect to the working, use, management, and maintenance by the Company of the railways of the two Companies or either of them, the supply to either of those two Companies of electrical energy, and of locomotives and motors capable of working by electrical energy, and of carriages, waggons, and trucks, and rolling stock adapted for and capable of being propelled thereby, and also of all engines, dynamos, cables, mains, tubes, pipes, wires, and other apparatus and appliances necessary for or incidental to the generation of electrical energy, and the transmission of such from the generating stations provided for by the Metropolitan District Railway Act, 1897, the Metropolitan Railway Act, 1898, and the Metropolitan District Railway Act, 1900 (herein-after respectively referred to as the Act of 1897, the Act of 1898, and the Act of 1900) to either or both of and over and along the railways of the two Companies, and the powers conferred by those Acts upon the two Companies in respect of the working of the said railways by electrical power, and to authorise the Company to levy tolls rates and charges upon or in respect of the railways worked or used by them under any such agreement, and to provide for the exercise by the Company during the continuance of any such agreement of any running powers exercised or exerciseable by the two Companies or either of them over the railways of any other railway company.

3. To authorise the London and South Western Railway Company and the Company to enter into and carry into effect agreements for the electrification and working by the Company of any of the railways of the London and South Western Railway Company which the two Companies or either of them are by any Act or under any agreement empowered to run over and use.

4. To authorise the two Companies or either of them to lease to the Company, at such rent and on such terms and conditions, and for such period or periods as may be agreed on between the two Companies or either of them and the Company all or any of the lands and buildings which they have or are authorised to acquire

under the Act of 1897, the Act of 1898, and the Act of 1900 respectively, which lands and buildings are described in section 69 and the First Schedule of the Act of 1897, section 26 of the Act of 1898, and section 17 of the Act of 1900 respectively, for the purposes of erecting, maintaining, and equipping thereon stations for the generation of electrical energy for the purpose of working, by means of electricity, the railways of the two Companies or either of them and any other railways worked by them or which they are authorised to run over and use or work by electrical power, and to authorise the Company to lease to the two Companies, or either of them, any land, tenements, or hereditaments belonging to the Company or in which they are interested.

5. To empower the two Companies or either of them to transfer to the Company all or any of the rights, powers, and privileges, which they respectively are authorised to exercise and enjoy under the Act of 1897, the Act of 1898, and the Act of 1900, with respect to the working by electrical power of the railways owned, leased to, or worked over by them, and in particular the powers obtained by the District Company under the Act of 1900, with respect to the breaking up of streets and roads for the placing, laying down, maintaining, and repairing of the electrical wires and cables from the generating station to, and in, along, over, and across their railway, for the supply of electricity, the abstraction of water from and dredging of Chelsea Creek, and all other rights, powers, and privileges vested in the two Companies or either of them by virtue of those Acts, and to provide for the exercise by the Company, subject to the obligations and special provisions of the Act of 1897, the Act of 1898, and the Act of 1900, of all or any of such rights, privileges, and powers in substitution for or in conjunction with the exercise thereof by the Company.

6. To authorise the two Companies, or either of them, on the one hand, and the Company on the other hand, to enter into and carry into effect, vary, and rescind contracts and agreements in reference to the construction, execution, and performance by the Company, for and on behalf of the two Companies, of all or any of the powers of the two Companies under the Act of 1897, the Act of 1898, and the Act of 1900, of all such works, acts, and operations in and about the railways of the two Companies necessary and incidental to the conversion of the same from railways suitable for steam traction and to the adapting them for the use of electrical energy thereon.

7. To empower the two Companies, or either of them, on the one hand, and the Company on the other hand, to agree and make arrangements with respect to the contract price to be paid to the Company as regards the carrying out by the Company of such works and operations as aforesaid, and the manner in and times at which such price shall be paid, and the number, amount, and conditions of payments periodic or otherwise, and to provide for the price or prices so to be paid to the Company to be charged on and payable out of the revenue of the Company, and to rank as and be deemed part of the working expenses of the two Companies, or either of them, and to provide that any rent payable by the two Companies or either of them to the Company shall rank as and be deemed part of the working expenses of the two Companies or either of them and to make provision for the accruing of and payment of interest at a rate to be agreed on by and between the two Companies and the Company on such portion of the contract price as shall from time to time remain unpaid



from and after the date it has become legally due and payable.

8. To authorise and empower the two Companies, or either of them, in respect of all or any of their railways, or so much thereof as is from time to time intended to be adapted to the use thereon of electrical power to deliver and transfer possession of the same to the Company, their officers, servants, and workmen, for the purposes of having the said railways adapted for working by electricity carried out by and under the direction of the Company and for the expedition thereof and to facilitate the operations of the Company to suspend for such time as may be necessary the powers vested in and exercised by the London and North-Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the South Eastern and London, Chatham, and Dover Railway Companies' Managing Committee, and the Great Western Railway Company and any other Company or Companies (hereinafter called "the running Companies") to run over and use with their engines, carriages, and waggons, and with their officers and servants the railways of the two Companies, or so much thereof as is at the time being adapted to the substitution of electrical traction thereon, and in addition to empower the two Companies or either of them to close any or all of their railways or such part thereof as aforesaid to public traffic, and to suspend, limit, or restrict the number of trains, engines, waggons, and carriages and the amount of traffic, the running Companies may pass over the said railways during the operations of the Company, in so adapting the said railways to the use of electrical power and to make suitable provision for the time at and period during which such trains, engines, waggons, carriages, and traffic may be transmitted over the said railways or such part as aforesaid.

9. To provide for the discontinuance of steam traction by the running Companies over the railways of the two Companies, or so much thereof as shall be adapted by the Company for electrical traction from and after the same shall have been opened for public traffic, and to enable the two Companies or either of them on the one hand, and the running Companies or any or all of them on the other hand, to enter into and carry into effect agreements with reference to the use or adoption by them of electrical traction, and the terms and conditions in respect thereof, and so far as may be necessary for all or any of such purposes to make provision for the alteration, repeal, varying, or modification of all other agreements or enactments inconsistent or at variance therewith.

10. To extend, and if necessary, to revive the times limited by the Act of 1897, the Act of 1898, and the Act of 1900 for the acquisition of lands and completion of works by the two Companies or either of them.

11. To authorise the District Company on the one hand and the Metropolitan Company on the other to enter into and carry out agreements and arrangements as regards such contract price and interest thereon as may be agreed on between the Company and the two Companies or either of them with respect to the electrifying of any or all of the railways of the two Companies or either of them in what proportion as between themselves the same shall be borne and paid by one and other of the said two Companies.

12. If deemed expedient to dissolve the Company and annul and cancel their Memorandum and Articles of Association and all special resolutions of the Company and provide for

their winding up and to incorporate the shareholders or some of the shareholders therein together with such other persons and corporations as may become proprietors in the undertaking into a new company and to provide for the acquisition by and transfer to and vesting in the new company of the undertaking of the Company.

13. To vary, repeal, alter, or extinguish all existing rights, powers, and privileges which would in any way interfere with or prevent the carrying into effect of any of the objects of the Bill and to confer other rights, powers, and privileges.

14. To alter, amend, or repeal all or some of the provisions of the Acts of 1897, 1898, and 1900, and of any other Acts relating directly or indirectly to the two Companies or either of them; or conferring running powers or other rights over the railways of the two Companies or either of them, or the running Companies or any of them.

15. 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 15th day of November 1900.

NORTON, ROSE, NORTON & Co.,  
57½, Old Broad Street, E.C.,

and

10, Victoria Street, S.W.,  
London,

Solicitors for the Bill.

JOHN KENNEDY, W.S.,  
25, Abingdon Street,  
Westminster, S.W.,

Parliamentary Agent.

Board of Trade.—Session 1901.

Hungerford Water.

(Application to the Board of Trade; Provisional Order; Supply of Water in all or some of the following parishes and places, namely:—Hungerford, Kintbury, Avington, Lambourn, East Garston, West Shefford, East Shefford, Inkpen, Combe, West Woodhay, all in the County of Berks; Construction of Works; Deviation from Plan; Purchase of Lands, &c.; Breaking up of Streets, &c.; Manufacture and Sale of Fittings; Regulations as to Waste, &c.; Agreements as to Supply of Water with Local Authorities and others; Levying of Water Rates and Rents; Capital and Borrowing Powers; Sale or Lease of Undertaking; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made in the month of December next by John Platt, of Hungerford, in the county of Berks, Esquire, George Edmund Platt, of Hungerford aforesaid, Esquire, John Bance, of Newbury, in the county of Berks, Esquire, Edmund Parfitt, of Newbury aforesaid, Esquire, Osbert Chadwick, of 11, Airlie-gardens, Campden-hill, London, Esquire, and A. M. Quill, of Wokingham, in the county of Berks, Esquire (hereinafter referred to as "the undertakers"), to the Board of Trade for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes amongst others:—

To confer upon the undertakers all such powers and privileges as are or may be necessary or convenient for or incidental to the supply of water within all or some of the following parishes and places, namely:—Hungerford, Kintbury, Avington, Lambourn, East Garston,

West Shefford, East Shefford, Inkpen, Combe, and West Woodhay, all in the county of Berks.

To authorise the undertakers for the purposes of the Order to construct and maintain the following works, namely:—

Work No. 1. A well, pumping station and stand pipe, situate in the parish of Hungerford, in the county of Berks, in the field numbered 298 in that parish on the  $\frac{1}{2500}$  Ordnance map, Berkshire, Sheet No. XXXIII, 15 (Edition 1900);

Work No. 2. A covered reservoir, situate in the said field, numbered 298 on the said map, at or near the triangulation point shown upon the said map in the said field;

Work No. 3. A line of pipes, commencing in the said intended reservoir above described, and terminating in the public road known as the Salisbury-road, on the eastern side of the said field, numbered 298, at a point 160 yards or thereabouts, measured along the said Salisbury-road in a southerly direction from its junction with the road leading to Priory-park;

together with all wells, shafts, adits, tunnels, outfalls, sluices, discharge pipes, drains, aqueducts, culverts, channels, dams, mains, pipes, stand pipes, apparatus, buildings, pumping stations, engines, pumps, works, and conveniences connected with or incidental to the works above described, or any of them, and from time to time to enlarge, alter, repair, extend, renew, improve, and use the said well, reservoir and works, and any other works connected with the acquisition or supply of water, and to construct and maintain other similar works.

To authorise the undertakers to deviate from the lines and levels of the intended works as shown upon the plan and section hereinafter mentioned to such extent as may be provided by the Order.

To authorise the undertakers to purchase by agreement lands and other hereditaments in the parish of Hungerford shown upon the plan hereinafter mentioned, together with all mines and minerals, springs, streams, and water supplies in, on, or under the same for the purposes of the intended works, and to empower the undertakers to acquire by agreement, easements, or way-leaves in, over, or under the said lands in the said parish for the purposes of the Order.

To authorise the undertakers generally to acquire and to hold lands for the purposes of the Order, and from time to time to sell, lease, or otherwise deal with such lands or any part thereof, and to take, divert, collect, and impound all springs and waters found in, upon, or under any land acquired or held by the undertakers.

To authorise the undertakers on any lands held by them for the purposes of the said Order to exercise the powers and do all or any of the acts and things mentioned in Section 12 of "The Waterworks Clauses Act, 1847," and to exempt lands held by the undertakers from all or some of the provisions of "The Lands Clauses Acts" relating to superfluous lands.

To authorise the undertakers from time to time for the purpose of laying down, repairing, and maintaining any mains, pipes, culverts, and other works connected with the supply of water to break up, alter, or stop up streets, roads (whether repairable by any local authority or not), railways, highways, lanes, bridges, towpaths, and other public and private passages and places, rivers, canals, streams, brooks and watercourses, and to remove, divert, or alter,

temporarily or otherwise, any sewers, drains, pipes, or other works under the said streets, roads, highways, lanes, bridges, towpaths and other places which would obstruct or interfere with the laying, maintaining, altering or removing of any of such works and conveniences.

To authorise the undertakers to sell or let for hire water meters, service taps, and fittings and apparatus and other things connected with the supply or consumption of water.

To confer upon the undertakers powers for preventing the waste, pollution, abstraction or wrongful use of the water supplied and to adopt and enforce all proper and needful regulations in reference thereto, and for preventing any improper or unauthorised interference with the water or works.

To authorise the undertakers to make and carry into effect, contracts and agreements with any local authority, company, or person for the supply of water in bulk or otherwise for use within or without the limits of supply.

To authorise the undertakers to levy and recover rates, rents, and charges for the supply, hire or use of meters, fittings, engines, and other articles, apparatus and things supplied by the undertakers.

To authorise the undertakers to raise capital and to borrow on mortgage upon such terms and conditions as the undertakers may determine, or as may be prescribed by the Order.

To authorise the undertakers to sell or lease, either in perpetuity or for a limited period, the undertaking to be authorised by the Order or any part or parts thereof to any local authority, company, or person upon such terms and conditions (pecuniary or otherwise) and under and subject to such restrictions and regulations as may be agreed or be prescribed by the Order, and to transfer and vest in the purchaser all or any of the powers, rights, and privileges of the undertakers under the Order.

To confer upon the undertakers all such powers, rights, and privileges as are usually conferred upon water companies, or which may be necessary or expedient for carrying into execution any of the objects of the intended Order.

The Order will incorporate with or without modification all or part of the following Acts, or some of them, namely:—"The Waterworks Clauses Acts, 1847 and 1863"; "The Lands Clauses Acts"; "The Companies Clauses Consolidation Acts, 1845 to 1889"; "The Companies Clauses Acts, 1863 and 1869."

The Order will vary or extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges.

On or before the 30th day of November, 1900, a plan and section of the proposed new works and a map showing the boundaries of the proposed limits of supply and the situation of the proposed works, together with a copy of this advertisement, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Berks at his office at 30, Forbury, Reading, and a similar deposit will also be made 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 next, and printed copies of the draft Provisional Order when deposited and of the Provisional Order when made may be obtained at the office of either of the undersigned 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 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 his office in Whitehall aforesaid, on or before the 15th day of January next ensuing, and that copies of the objections must at the same time be sent to either of the undersigned agents of the undertakers, 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 undertakers or their agents.

Dated this 14th day of November, 1900.

H. D'O W. ASTLEY, Hungerford, Solicitor.  
R. A. READ, 45, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1901.

Burgess Hill Water.

(New Waterworks; Diversion and Appropriation of Additional Water; Purchase of Lands and Easements Compulsorily and by Agreement; Special Provisions as to Supply of Water and Fittings; Injury to Pipes, Meters, Fittings, &c.; Agreements with Landowners, &c., as to Water Rights, and Preservation of Purity of Water; Agreements with Local Authorities and others; Making of Byelaws for Prevention of Waste, &c., of Water; Additional Capital; Incorporation, Repeal, and Amendment of Acts, and other Powers.)

NOTICE is hereby given, that the Burgess Hill Water Company (hereinafter called "the Company") intend to apply 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 empower the Company to hold, use, alter, improve, enlarge and maintain any existing waterworks of the Company, and to make and maintain the waterworks and other works, hereinafter mentioned in the county of Sussex (that is to say):—

Work No. 1. An adit or heading, to be situated wholly in the parish of Ditchling, in the rural district of Chailey, in the county of Sussex, commencing at the existing well under the engine house at the Company's pumping station in Coombe Bottom, in the aforesaid parish, thence running southwards for a distance of 74 chains or thereabouts, and terminating at a point 33 chains or thereabouts, measured in an east-north-easterly direction, from Lower Standean Farm House.

Work No. 2. A tank or service reservoir, in the parish of Ditchling, in the county of Sussex, situated in property No. 558 of that parish on the  $\frac{1}{2500}$  Ordnance Map of the district, second edition, 1898, commencing at a point  $1\frac{1}{2}$  chains or thereabouts, measured in a southerly direction, from the south-west corner of the engine house at the Company's Coombe Bottom pumping station, and terminating at a point 3 chains or thereabouts, measured in the before-mentioned direction, from the before-mentioned engine house.

Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, softening tanks, filters and filter beds, dams, sluices, hatchboxes, chambers, bye-washes, waste weirs, outfalls, discharge pipes, shafts, adits, drifts, tunnels, aqueducts, culverts, cuts, catchwaters, channels, conduits, mains, pipes, stand pipes, junctions, valves, drains, telegraphs, telephones, engines, pumps, apparatus, road-

ways, approaches, buildings, houses, chimney shafts, ventilating shafts, works, and conveniences connected with the hereinbefore described works or incidental thereto, or necessary for conducting, controlling, inspecting, cleansing, repairing, or managing the same, and together with full power and right at all times of approach and access to the works aforesaid, or any of them, and for enabling the Company to impound, collect, utilise, and supply the waters to be taken under the powers of the intended Act, and for any of the purposes of their Undertaking.

2. To authorise the Company to deviate laterally from the lines of the intended works, as shown on the plans thereof to be deposited, as hereinafter mentioned, to such extent as may be indicated on those plans or to be defined by the intended Act or to be prescribed by Parliament, and to deviate vertically from the levels of those works, as shown upon the sections thereof to be deposited, as hereinafter mentioned, to such extent as the Bill may prescribe.

3. To empower the Company, subject to the provisions of the intended Act, and except as will therein be expressed and excepted, to collect, impound, divert, take, use, and appropriate in and for the purposes of the proposed works and of the Company's Undertaking, and to distribute all the waters that can or may be intercepted or taken by the intended works, or as may be found in, on, or under any of the lands for the time being belonging to the Company, or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements, way leaves or other rights.

4. To authorise the Company to discharge water from any of the aforesaid adits or aqueducts and conduits into any available stream or watercourse, or into any stream or watercourse with which any of the intended aqueducts or conduits may communicate, or into any stream or watercourse crossed by any aqueduct or conduit, and to make provision for compensating all riparian owners and other persons for any damage which may be caused by the exercise of such power.

5. To authorise the Company to lay down, maintain, alter, repair and renew mains, pipes, culverts, and other works for the distribution and supply of water in, under, along, through, over and across, and for that purpose to open, break up, alter, divert, stop up and interfere with, either permanently or temporarily, public and other roads, streets, lanes, highways, footways, thoroughfares, railways, tramroads, tramways, watercourses, streams, bridges, sewers, drains, gas and water mains and pipes, telegraphic, telephonic, and electric pipes, lines, wires, posts, and apparatus, and any other works, land, or place in, under, along or over any such roads, streets, lanes, highways, footways or thoroughfares.

6. To empower the Company to purchase and acquire, by compulsion or agreement, or to acquire easements in, over or upon the lands shown on the deposited plans, and to purchase any lands, buildings, houses, streams, springs, waters, rights of water, and other property, and any rights or easements therein, thereunder, or there-over, for the purposes of the proposed works, including the protection of the water supply, and of the intended Act, or of their Undertaking, and to vary or extinguish all or any rights or easements in, over, or affecting any such lands, buildings, houses, streams, springs, waters, rights of water, and property, and to acquire, by compulsion or agreement,

easements, to lay conduits or pipes in, through, or upon lands, with power to inspect, repair, and maintain the same, and to enable the Company to sell, lease, and dispose of lands and buildings, and to hold any lands which they may acquire under the powers of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

7. To empower the Company to purchase and acquire, by compulsion or otherwise, and to hold the following lands:—

a. A piece of land, numbered 558, in the parish of Ditchling, on the  $\frac{1}{2500}$  Ordnance Map, 1898 Edition of the county of Sussex, forming the site of a portion of the existing waterworks of the Company at Coombe Bottom.

b. A rectangular piece of land, numbered 557, in the parish of Ditchling, on before-mentioned plan, lying to the westward of the last-mentioned piece of land, containing a superficial area of 0.476 acres, or thereabouts, and forming the site of the high service reservoir of the Company.

c. A piece of land part of field numbered 567 in the parish of Ditchling, on before-mentioned plan, situated between the before-mentioned pieces of land, of an area of 0.8 acres, or thereabouts.

8. To make provision for and with respect to the supply of water to houses used partly for trade purposes, supplying water to parts of houses, buildings, or premises; prohibiting the supply of several houses by one communication pipe; the laying and cost of service or communication pipes; the providing of cisterns by water consumers; the payment of water rates by owners in certain cases; preventing the fraudulent alteration of or injury to meters; requiring notice of discontinuance of water supply, and before connecting or disconnecting meters, and the mode of giving such notice; the entry upon premises for inspecting, repairing, replacing, removing, and cutting off pipes, fittings, and meters; enabling the Company to make, supply, and let on hire cisterns, tanks, meters, fittings, and other apparatus; the terms and conditions of supply to workhouses, hospitals, and public institutions, and such other provisions in regard to the supply of water by the Company as may be deemed necessary or expedient.

9. To authorise the temporary occupation and use of lands, common or otherwise, houses, buildings, easements, hereditaments for obtaining material for the construction of works, and other the purposes of the intended Act, and to incorporate with such variations and amendments as may be proper or requisite all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary use and occupation of lands, or to make other provisions with reference thereto.

10. To make such provisions as may have been or may be agreed upon, or as may be prescribed or authorised by the intended Act, for the protection and benefit of the landowners and any other persons and bodies whose property, rights, powers, or interests will or might be affected by the execution of the powers of the intended Act, and of their property, rights, or interests, and to authorise or confirm or give effect to any arrangements or agreements which may have been or may be entered into between the Company and such landowners and other persons or bodies or some or any of them, in relation to any of the subject matters of the intended Act.

11. To authorise the Company to make and carry into effect contracts and agreements with all urban rural sanitary or other authorities, or any corporation, company, body, or person for the purchase or supply of water for all purposes, either within or without their limits of supply, upon such terms and conditions as they shall think fit.

12. To authorise the Company to enter into agreements with the owners, lessees, and occupiers of lands within the gathering area of the reservoirs of the Company as to the construction by the Company of such drains and other works as may be required for the better and more effectual drainage of such lands.

13. To make provision for the protection of the works and water supply of the Company, and for preventing frauds and abuses, and the waste, misuse, and undue consumption of water, and for preventing the fouling or contamination of any waters from which the Company derive any of their water supply, and for the imposition and recovery of penalties, and to make byelaws and regulations for the purposes aforesaid, and otherwise for the prevention of nuisance over or in respect of any lands situate within the gathering area of the reservoirs of the Company.

14. To empower the Company to create and maintain an insurance or other fund, or to enable them to apply the funds of the Company to or for the insurance or renewal of any existing or future lease or leases of any hereditaments and premises or other property now or hereafter belonging to the Company.

15. To empower the Company to erect, fit up, maintain, and let houses, cottages, and buildings for the officers and servants of the Company, and to make provisions with respect to the service of notices on and by the Company.

16. To enable the Company to apply their existing funds, and any money which they still have power to raise, for the purposes or any of the purposes of the intended Act, and for the like purposes, and for the general purposes of their authorised Undertaking; to raise additional capital by the creation and issue of new ordinary and preference shares and stock, debentures, and debenture stock, and by borrowing, or partly by one mode and partly by another, and to define the capital and borrowing powers of the Company.

17. To constitute the proposed works for all purposes a part of the Undertaking of the Company.

18. The intended Act will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and will confer upon the Company all such other rights and privileges as may be necessary for any of the purposes of the intended Act, and will, so far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of the Burgess Hill and St. John's Common Water Order, 1871, The Burgess Hill and St. John's Common Water Order, 1877, and the Burgess Hill Water Act, 1886, or of any other Act or Acts, Order or Orders, relating directly or indirectly to the Company.

19. The intended Act will, or may, incorporate with itself, with or without variation, the necessary provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Acts, and the Waterworks Clauses Acts, 1847 and 1863.

And notice is hereby further given, that duplicate plans and sections, describing the lines, situations and levels of the proposed works, and

the lands to be purchased or acquired, compulsorily or otherwise, under the powers 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, on or before the 30th day of November next, be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said 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 the respective areas hereinafter mentioned, and a copy of this Notice, as published in the London Gazette, will be deposited with the respective officers hereinafter mentioned, viz. :—

In respect of the urban district of Burgess Hill, with the Clerk to the Burgess Hill Urban District Council, at his office at Church-road, Burgess Hill, and in respect of all parishes having Parish Councils, with the Clerk to the Parish Council of each such parish, at his office or residence, or if there be no clerk, with the Chairman of that Council, at his residence; and as relates to any parish comprised in a rural district, and not having a Parish Council, with the Clerk of the Rural District Council of such district, at his office.

Printed copies of the intended 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 14th day of November, 1900.

WILLIAM STEVENS, 26, Marlborough-place, Brighton, Solicitor for the Bill.  
CROWDERS, VIZARD, and OLDHAM, 9, Bridge-street, Westminster, S.W.,  
Parliamentary Agents.

In Parliament.—Session 1901.

Manchester and Liverpool Electric Express Railway.

(Incorporation of Company; Construction of Railway between Manchester and Liverpool; Lands for Generating Station; Provisions as to Underpinning; Special Provisions as to Construction and Working and Exemption from provisions of general Acts relating to Railways; Provisions affecting the County Council of Lancaster, Corporations, and other bodies and persons; Interest during Construction.)

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

1. To incorporate a Company (hereinafter referred to as "the Company"), and to empower them to make and maintain the railway hereinafter described, or some part or parts thereof, with all proper and necessary stations, platforms, sidings, approaches, passages, tunnels, subways, viaducts, stairs, lifts, air ventilating and other shafts, roads, buildings, offices, depôts, wharfs, generating plant, apparatus, appliances, works, and conveniences (that is to say):—

A railway, commencing in the parish of Manchester, in the city of Manchester, in the county of Lancaster, at the boundary hoarding or fence on the west side of Deansgate, at or near a point in such fence 60 yards or thereabouts, measured in a northerly direction, from the north side of Quay-street, and terminating in the parish of Liverpool, in the city of Liverpool, in the same county, at or near the entrance gateway of the Blue Coat Hospital in School-lane, which said intended railway will pass from, through, or into the following parishes and places or some of them (that is to say):

The parish of Manchester, in the city and county borough of Manchester, the parishes of Salford and Pendleton in the county borough of Salford, the parish of Eccles in the borough of Eccles, the parish of Barton Moss, the parish of Irlam in the urban district of Irlam, the parishes of Rixton-with-Glazebrook, Culcheth, Woolston-with-Martinscroft, Poulton-with-Fearnhead, and Winwick-with-Hulme and Orford, the parish of Warrington in the county borough of Warrington, the parishes of Burton-wood, Great Sankey, Penketh, and Bold, the parish of Cuedley in the rural district of Warrington, the parish of Widnes-with-Appleton in the borough of Widnes, the parishes of Ditton, Tarbock, Halewood and Speke, the parish of Allerton in the urban district of Allerton, the parish of Garston in the urban district of Garston, the parish of Liverpool in the city and county borough of Liverpool, and the parish, township, or extra parochial place of Toxeth-park, within the city of Liverpool, all in the county of Lancaster.

[In this notice every township or other place for which a separate poor rate is or can be made, or for which a separate overseer is or can be appointed, is referred to as a parish.]

2. To empower the Company to make and maintain and work the intended railway on such gauge as may be prescribed or authorised by the intended Act or by means of a single rail in accordance with the system known as the Behr Monorail System, or by such other means or on such other system as may be prescribed or authorised by the intended Act, and to authorise the employment of electricity or other mechanical power as the motive power for moving carriages and vehicles upon the railway.

3. To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, or places, railways, canals, rivers, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric lighting and other apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places.

4. To authorise the Company to deviate from the line or situation of the railway within the limits of lateral deviation to be shown on the plans hereinafter mentioned or as may be defined by the intended Act, 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 intended Act, and in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

5. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works, which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

6. To authorise the Company to purchase, by compulsion or agreement, lands, houses, and other property and easements for the purpose of the intended railway and works, and also to empower the Company to purchase and acquire, by compulsion or agreement, and to hold and use for the purposes of a station for generating electric power with all necessary or convenient buildings, works, engines, dynamos, apparatus, and conveniences and for giving access to the intended

railway, the lands hereinafter described, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, and property.

The lands proposed to be acquired and used for the purposes of a station for generating electric power are:—

Certain lands in the parish of Great Sankey, in the county of Lancaster, lying on the north side and adjoining the railway of the Cheshire Lines Committee, and on the west side and adjoining the Saint Helens Canal, and measuring on the west side thereof 346 yards or thereabouts northward from the said railway, and measuring on the north side thereof 180 yards or thereabouts westward from the said canal, and being the field or property numbered 22 on the <sup>1888</sup> Ordnance Map (1893 edition) for the said parish, and containing 11½ acres or thereabouts.

7. To empower the Company, 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 part of any lands, houses, buildings, manufactories, or other premises, or any vaults, cellars, arches, or other offices attached or belonging thereto, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to purchase and take easements in and under lands for the purposes of the intended Act without being compellable to purchase or take the surface of such lands or any other interests therein.

8. To empower the Company to appropriate and use the subsoil under any street or road, or under any house, building, manufactory or premises, cellars, vaults, arches, or other constructions, or other parts 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, or any easement or right to the use of such subsoil.

9. To make such provision as may have been or may be agreed upon or as Parliament may think necessary, and as may be prescribed or authorised by the intended Act, for the protection and benefit of the County Council of Lancaster, and the several corporations, district councils, parish councils, bodies, companies, and persons whose property, rights, or interests will or may be affected by the intended railway and works, and of their property, rights, and interests, and to confirm or give effect to any arrangements or agreements made or entered into between the Company and such county council, corporations, district councils, parish councils, bodies, companies, and persons, or some or any of them with reference to the railway and works which were proposed to be authorised by the Manchester and Liverpool Electric Express Railway Bill, 1900, and to make the same and any clauses or provisions which were proposed to be inserted in the said Bill with reference thereto, or in consequence thereof applicable to or to reinsert the same in the intended Act, with reference to the railway and works proposed to be authorised thereby, and to authorise and confirm or give effect to other agreements for or with reference to all or any of the purposes aforesaid.

10. To authorise the Company to sell, convey, demise, and lease or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and, so far as may be necessary or expedient, to exempt the Company from the operation of

the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

11. To enable the Company to levy and recover tolls, rates, fares, and charges upon and in respect of the said intended railway and works, and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, fares, and charges respectively.

12. To incorporate with the intended Act all or some of the provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such modifications or exceptions (if any) as may be prescribed or provided for by the intended Act, and if thought fit to exempt the Company from all or some of the provisions of the said Acts and of the Railway and Canal Traffic Acts, 1854 to 1894, the Railway Regulation Acts, 1840 to 1893, and any other general Acts relating to railways or railway companies, and in particular to exempt the Company from all or some of the obligations of the general law with respect to the conveyance of goods, minerals, and merchandise.

13. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital of the Company, from time to time, interest or dividends on any shares or stocks of the Company.

14. To vary or extinguish all or any rights or privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

15. Maps, plans, and sections of the railway and works proposed to be authorised by the intended Act, the plans showing also the lands in or through which the said railways and works will be made or which may be taken compulsorily for the purposes thereof, 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 of Lancaster at his office at Preston, and, on or before the same date, a copy of so much of the said plans, sections, and book of reference as relates to each of the several areas hereinafter mentioned in or through which the intended works are proposed to be made or lands are situate, together with a copy of the said Notice as published in the London Gazette, will be deposited as follows (that is to say):—As relates to any county borough or other borough, with the Town Clerk of such borough at his office; as relates to any urban district not being a borough, with the Clerk of the District Council of such district at his office; as relates to the parish of Cuerdley, with the Clerk to the Rural District Council of Warrington at his office; as relates to any other parish comprised in a rural district, with the Clerk of the Parish Council of such parish at his office, or, if he has no office, at his residence, or, if there be no clerk, with the Chairman of the Parish Council at his residence; and as relates to the parish, township, or extra parochial place of Toxteth Park, with the Town Clerk of the city and county Borough of Liverpool.

16. 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, 1900.

W. H. VAUDRY,

1, St. James's-square, Manchester.

ALEX. WILSON & COWIE,

14, Cook-street, Liverpool.

SHERWOOD & Co.,

7, Great George-street, Westminster.

Parliamentary Agents.



In Parliament—Session 1901.

North Eastern Railway.

(Additional Powers with reference to new and existing Railways, Roads, Footpaths and other Works and Lands in the Counties of Northumberland, Durham, York (North, West, and East Ridings), Nottingham and Lincoln (Parts of Lindsey), and in the Cities of Newcastle-upon-Tyne, York, and Kingston-upon-Hull; Powers to Hull Joint Dock Committee to acquire Lands and execute Works at Kingston-upon-Hull; Power to the Company and the Midland and Lancashire and Yorkshire Railway Companies to acquire Lands at Normanton; Purchase of Isle of Axholme Light Railway and Goole and Marshland Light Railway; Confirmation of Agreements; Provisions as to Rates, &c.; Additional Capital and 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 North Eastern Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

[In this notice any township or other place for which a separate poor rate is or can be made or for which a separate overseer is or can be appointed is referred to as a parish.]

To empower the Company to make and maintain the new railways and the widenings and alterations of railways, bridges, and other works hereinafter described, with all requisite stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

In the county of Northumberland:—

A Railway No. 1, situate in the parishes of Whitley and Monkseaton, in the urban district of Whitley and Monkseaton, commencing by a junction with the Company's New Bridge-street and Tynemouth Railway at a point about 900 yards west of Monkseaton Station and terminating by a junction with the same railway at a point about 450 yards south of that station.

A Railway No. 2, situate in the parish of Monkseaton, in the urban district of Whitley and Monkseaton, commencing by a junction with Railway No. 1 at a point on the north-west side of the public highway to Monkseaton about 150 yards west of Monkseaton Station and terminating by a junction with the Company's Avenue Branch at a point about 800 yards north of Monkseaton Station.

In the county of Durham:—

A Railway No. 3, situate in the parishes of Washington and Barmston, commencing by a junction with the Company's Newcastle, Leamside and Ferryhill Railway at a point about 680 yards south of Usworth Station and terminating by a junction with the Company's Pontop and South Shields Railway at a point about 1,700 yards north of Washington Station.

A Railway No. 4, situate in the parishes of Harraton, Washington, and Barmston, commencing by a junction with the Company's Pontop and South Shields Railway at a point about 620 yards south of Washington Station and terminating by a junction with Railway No. 3 at a point on the western fence of the Company's Pontop and South Shields Railway about 1,620 yards north of Washington Station.

A Railway No. 5, situate in the parishes of Washington and Barmston, commencing by

a junction with the Company's Newcastle, Leamside and Ferryhill Railway at a point about 100 yards north of Washington Station and terminating by a junction with Railway No. 4 at a point about 200 yards north of that station and about 7 yards west of the Company's Newcastle, Leamside and Ferryhill Railway.

In the North Riding of the County of York:—

A Railway No. 6, situate in the parish and urban district of Northallerton and in the parish of Brompton, commencing by a junction with the Company's Leeds and Stockton Railway near their Northallerton Goods Station signal box and terminating on the west side of the Borobridge and Durham main road near its junction with the road known as the "Old Turnpike-road."

A Railway No. 7, situate in the parish of Brompton, commencing by a junction with Railway No. 6 at a point about 1,540 yards from its termination as hereinbefore described and near the western boundary of the field numbered 530 on the 25-inch Ordnance Map (1894 Edition) and terminating by a junction with the Company's Leeds and Stockton Railway near the signal box at Brompton Station.

A widening of the Company's Leeds and Stockton Railway, in the parish and urban district of Northallerton and in the parish of Romanby, between Northallerton Low Junction and a point immediately south of the level crossing of the Borobridge-road at Northallerton Station.

A widening and alteration of the Company's York and Scarborough Railway, in the parish of Seamer and in the parish and borough of Scarborough, between a point about 230 yards south of Seamer Junction signal box and a point about 200 yards north of Washbeck signal box, and in connection therewith to widen the bridge carrying the said railway over Westhourne-grove, and to make a bridge in substitution for the Mere-lane level crossing, with approaches thereto, extending about 108 yards on the east and about 80 yards on the west side of the said level crossing.

In the West Riding of the county of York:—

A Railway No. 8, situate in the parish and urban district of Whitwood and in the parish and urban district of Altofts, commencing by a junction with the Company's York and Normanton Railway at a point about 110 yards in a westerly direction from the 23rd mile-post from York, and terminating on the north-west side of the Midland Railway (Leeds to Manchester) at a point about 280 yards south-west of Altofts Junction signal box.

A widening of the Company's York and Normanton Railway in the parishes of Ulleskelf, Appleton Roebuck, and Copmanthorpe, and in the parishes of Bolton Percy and Colton, in the rural district of Tadcaster, between a point about 140 yards south of Ulleskelf Station signal box and a point about 140 yards north-east of Copmanthorpe Station signal box.

In the City and County Borough of Kingston-upon-Hull:—

A Railway No. 9, situate in the parish of Sculcoates, commencing by a junction with the Company's Victoria Dock Branch at a point about 130 yards measured in a south-easterly direction, from the point where the said Victoria Dock Branch crosses the

Holderness-road and terminating by a junction with the lines at the east end of the Victoria Dock at a point about 10 yards north of the entrance to the No. 2 Timber Pond.

- A Railway No. 10, situate in the parish of Sculcoates, commencing by a junction with Railway No. 9 at a point about 40 yards, measured in a northerly direction, from the point at which the said railway crosses the Hedon-road and terminating by a junction with the existing railway on the eastern side of No. 2 Timber Pond at a point about 130 yards, measured in a northerly direction, from the northern boundary of Earle's Ship-building Yard, and to empower the Company to abandon and discontinue the use of so much of the said Victoria Dock Branch as is laid upon Hedon-road, and to carry that road under Railways Nos. 9 and 10, and to cancel, alter, and amend Section 6 of the Hull Corporation Tramways Order, 1900, and the heads of arrangement referred to therein.

In the West Riding of the County of York, in the County of Nottingham, and in the County of Lincoln:—

- A Railway No. 11, commencing by a junction with the proposed Wales and Laughton Light Railway No. 1, on the north-east side of Laughton Common-road, about 170 yards from its junction with Monks Bridge-road, and terminating by a junction with Railway No. 1, authorised by the Isle of Axholme Light Railway Order, 1899, as now in course of construction, at a point about 380 yards south-west of the junction of the public road leading from Craiselound to Newbig with the road leading from Misterton to Haxey.
- A Railway No. 12, commencing at a point about 370 yards to the west of Birk Lodge, measured in a direct line towards Ravenfield School, and terminating by a junction with Railway No. 11 on the west side of the road from Maltby to Blyth, about 135 yards north of the junction of the said road with Gipsy-lane.
- A Railway No. 13, commencing by a junction with Railway No. 11 at a point on the east side of the road from Bawtry to Doncaster about 50 yards south of the first mile-post from Bawtry on the said road and terminating by a junction with the Great Northern Railway at a point about 600 yards north of the 148th mile post from London on that railway.
- A Railway No. 14, commencing by a junction with the Great Northern Railway at a point about 150 yards north of the north end of the down platform of Bawtry Station and terminating by a junction with Railway No. 11 at a point in the north-west corner of the field numbered 35 on the 25-inch Ordnance Map (1893 edition).

Which intended Railways Nos. 11, 12, 13, and 14, will be situate in the parishes and places following, or some of them (that is to say): the parishes of Laughton en le Morthen, Maltby, Conisbrough, Braithwell, Bawtry, and Austerfield, and the parish of Stainton in the rural district of Doncaster, and the parish of Hooten Levett in the rural district of Rotherham and the parish and urban district of Tickhill in the West Riding of the county of York, the parishes of Harworth, Misterton, and Misson in the county of Nottingham, and the parishes of Haxey and Owston in the county of Lincoln) parts of Lindsey).

For the purposes of Railway No. 11, it is proposed to acquire certain common or commonable lands, known as the Maltby Far Common, in the parish of Maltby, in the West Riding of the county of York, of which it is estimated that about two acres will be situate within the limits of deviation, and about one-eighth of an acre will be required to be taken.

To empower the Company to execute the following works and exercise the following powers (that is to say):—

In the county of Durham:—

To lay down in the parish and borough of Darlington an additional line of rails across and on the level of Whessoe-lane on the north side of and adjoining the existing sidings.

To authorise the Company to purchase and take, by compulsion or agreement and to hold lands (in which term as used in this notice houses and buildings are included), or any estates or interests in or easements in, over or under lands situate in the before-mentioned parishes and other places for the purposes of the works herebefore mentioned and for other purposes of the intended Act, and also to authorise the Company to purchase and take, by compulsion or agreement, and to hold for the purpose of extending their works and providing additional accommodation for their traffic and for the general purposes of their Undertaking, the lands following or some of them or any estates or interests in or easements in, over or under the same (that is to say):—

In the county of Northumberland:—

Certain lands in the parish of Broomley, situate on the south side of and adjoining the Company's Newcastle and Carlisle Railway at Stocksfield Station.

Certain lands in the parish of Prudhoe, situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway near to and south-west of Prudhoe Station.

Certain lands in the parish of Eltringham, situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway near to and west of Mickley Station.

Certain lands in the parish and urban district of Walker, situate on the east side of and adjoining the Company's Riverside Railway at Walker Station.

In the city and county borough of Newcastle-upon-Tyne:—

Certain lands in the parish of Westgate, situate between and adjoining Pottery-lane and Skinner Burn-road about 100 yards east of the Redheugh Bridge.

In the county of Durham:—

Certain lands in the parish of Winlaton in the urban district of Blaydon, situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway at the west end of the Scotswood Railway-bridge.

Certain lands in the parish of Harraton, situate on the east side of and adjoining the Company's Team Valley Railway and on the south side of and adjoining the public highway called Bog-lane.

Certain lands in the parish and urban district of Southwick, situate on the south side of and adjoining the Company's Hylton, Southwick and Monkwearmouth Railway at Southwick Pottery.

Certain lands in the parish and urban district of Bishop Auckland, situate on the south side of and adjoining the Company's Darlington and Consett Railway at Bishop Auckland Station, and to empower the Company to

divert so much of the existing footpath as passes through the said lands.

Certain lands in the parish and borough of Jarrow and in the parish of Westoe in the county borough of South Shields, situate on the west side of and adjoining Tyne Dock, and between Jarrow-road and the River Tyne, being a portion of Jarrow Slake.

And to empower the Company to make a diversion and alteration of the River Don, commencing at a point thereon about 150 yards north-east of the St. Bede Chemical Works and terminating at a point on the foreshore of the River Tyne about 500 yards west of the existing junction of the said rivers, and in connection therewith to execute such works as may be necessary for connecting the drain now flowing into the River Don at or near the south-east corner of the said lands with the proposed diversion.

Certain lands in the parish and urban district of Benfieldside, situate on the west side of and adjoining the Company's Consett Branch and extending for about 400 yards southward from Shotley Bridge Station.

Certain lands in the parish and urban district of Brandon and Blyshottles, situate on the east side of and adjoining the Company's Bishop Auckland Branch between Brandon-road and Front-street at Langley Moor.

In the North Riding of the county of York:—

Certain lands in the parish and county borough of Middlesbrough, situate on the south side of and adjoining the Company's Darlington and Saltburn Railway at Middlesbrough Station.

Certain lands in the parish and urban district of Ormesby situate on the north side of and adjoining the Company's Nunthorpe Station on their Middlesbrough and Guisborough Railway.

Certain lands in the parish of Lazenby in the rural district of Northallerton, the parish of Brompton (detached), and the parish and urban district of Northallerton, situate on the south side of and adjoining the Company's York and Newcastle Railway between Dauby Wiske Station and the 33rd mile post from York thereon, and certain lands on the north side of the Company's lands and railway between the said mile post and the 32nd mile post on the said railway.

Certain lands in the parish of Romanby, situate on the west side of and adjoining Thirsk-road and being part of the field numbered 341 on the 25-inch Ordnance Map (1894 edition).

Certain lands in the parish and urban district of Whitby, situate on the east side of and adjoining the Company's Rillington and Whitby Railway between Whitby Station and Whitby Gas Works.

Certain lands in the parish of Ruswarp and urban district of Whitby, on the south-east side of and adjoining the Company's Ruswarp Station.

In the city and county borough of York:—

Certain lands in the parish of York, situate on the south side of and adjoining Tanner-row, and opposite the Company's road adjoining York Old Station.

In the West Riding of the county of York, and in the city and county borough of York:—

Certain lands in the parishes of Acomb and York, situate on the west side of and adjoining the Company's York and Newcastle Railway and opposite the York Water Works, and to empower the Company to alter and extend in a south-westerly direc-

tion the bridge carrying the road which connects Acomb Landing on the river Ouse, with Borobridge-road over the said railway, and to alter the said road for a distance of 80 yards or thereabouts on the south-west side of the said railway.

In the West Riding of the county of York:—

Certain lands in the parish of Kirk Fenton, situate on both sides of and adjoining the Company's Church Fenton station and also certain lands in the said parish of Kirk Fenton and the parish of Saxton-cum-Scarthingwell, situate on the north-east side of and adjoining the Company's Church Fenton and Harrogate Railway between the half and three-quarter mile posts from Church Fenton thereon, with power to make in the said parish of Kirk Fenton a bridge in substitution for the level crossing of Common-road on the Company's York and Normanton Railway, with road approaches thereto extending for distances of about 150 yards on the west side and about 140 yards on the east side of the said level crossing, and to alter Sand Wath-lane at its junction with Common-road.

In the East Riding of the county of York:—

Certain lands in the parish of Ellerker, situate on both sides of and adjoining the Company's Hull and Selby Railway near to and on the west side of Brough Station.

Certain lands in the parish of Bessingby, in the rural district of Bridlington and in the parish of Hilderthorpe, in the borough of Bridlington, situate on the south side of and adjoining the Company's Hull and Scarborough railway and on the south-west side of and adjoining Bessingby-road.

Certain lands in the parish of Skeckling-cum-Burstwick, situate on the north side of and adjoining the Company's Kelsey Hill Ballast Pit adjacent to their Hull and Withernsea Railway.

Certain lands in the parish of Goodmanham on the north and east sides of and adjoining the Company's Ballast Pit on their York and Beverley Railway.

In the East Riding of the county of York and in the city and county borough of Kingston-upon-Hull:—

Certain lands in the parish and urban district of Hessle and parish of Newington, situate on the north side of and adjoining the Company's Hull and Selby Railway and property between Hessle Gas Works and Hessle-road Junction Signal Box.

In the city and county borough of Kingston-upon-Hull:—

Certain lands in the Parish of Holy Trinity and St. Mary, situate between and adjoining Waterhouse-lane and the Company's Princes Dock quays.

Certain lands in the parish of Sculcoates, situate on the north side of and adjoining the Company's Sculcoates Station and between and adjoining the Beverley and Barmston Drain and the river Hull.

To empower the Hull Joint-Dock Committee (hereinafter called the "Dock Committee") to purchase and take, by compulsion or agreement, and to hold and use, the lands following (that is to say):—

Certain lands in the parish of Sculcoates, in the city and county borough of Kingston-upon-Hull, lying on the south or river side of and adjoining the river wall or embankment authorised by the Hull Joint Dock Act, 1899, as shown on the deposited plans referred to in that Act, and the extension

wall referred to in Section 9 of the said Act, and between the commencement of the said river wall and the termination of the said extension wall;

and to empower the Dock Committee, notwithstanding anything contained in the said section 9, in and upon the said lands to execute, make, and maintain such foundations, supports, and other works below or on the level of the bed of the River Humber as may be necessary or expedient in the construction and maintenance of the said river wall and extension wall.

To empower the Company and the Midland and Lancashire and Yorkshire Railway Companies (hereinafter called "the Joint Companies"), or any one or two of them, to purchase and take, by compulsion or agreement and to hold the lands following (that is to say):—

Certain lands in the parishes and urban districts of Altofts and Normanton in the West Riding of the county of York, situate on the north-west side of and adjoining the Joint Companies Normanton Station and works and the Midland Railway, and extending from the said Normanton Station to the Altofts and Whitwood Station, and to empower the Joint Companies, or any one or two of them, to extend and alter the bridge, carrying Station-road over the Midland Railway and the lines of the said Joint Companies, and to alter the said road for a distance of about 270 yards in a north-westerly direction from the point where the Midland Railway crosses the same.

To empower the Company and the Joint Companies, or any one or two of them, to purchase so much of any property as they may require for the purposes of the intended Act without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish all rights of way over the railways of the Company and the Joint Companies, and over the portions of the roads or footpaths proposed to be stopped up or diverted, or which will be rendered unnecessary by the intended works, and to vest the site and soil of such roads and footpaths, or portions thereof, in the Company or the Joint Companies (as the case may be) and to alter, vary, or extinguish all existing rights of way, and other rights, privileges and exemptions, in, over, or connected with any lands proposed to be purchased, taken, used, or interfered with under the powers of, for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter or extinguish other rights, privileges and exemptions.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all highways and other roads, footpaths, rivers, streams, canals, navigations, railways, waggonways, tramways, bridges, and other works, within or adjoining to the before-mentioned parishes or places, so far as may be necessary or convenient for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company or the Joint Companies (as the case may be), and to provide that the Company shall not be liable under Section 46 of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any road or public highway which shall be carried over any of the intended railways, alterations, widenings, or improvements by a bridge or the immediate approaches thereto, except so far as the level of such road, highway or approaches is permanently and prejudicially altered.

To authorise agreements between the Company

or the Joint Companies or any of them, on the one hand, and any authorities, bodies or persons having the control or management of existing roads, streets, footpaths or highways in the places in which any intended new or altered road, bridge or footpath will be situate, on the other hand, with respect to the construction, maintenance and use of any such new or altered road, bridge or footpath, and as to contributions by such authorities, bodies and persons towards the cost of carrying out the same, and to empower such authorities, bodies and persons to apply any funds or rates under their control to any of the purposes aforesaid, and to confirm or give effect to any such agreement which may have been entered into prior to the passing 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 such an extent as may be authorised by the intended Act, notwithstanding anything contained in the Railways Clauses Consolidation Act, 1845.

To empower the Company to levy tolls, rates, and charges in respect of the proposed railways, deviations, alterations, widenings and other works.

To make provision as to the maintenance of the roads, bridges, and footpaths, proposed to be constructed or altered under the authority of the intended Act, by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the parish or place in which any such road, bridge or footpath is situate, or by or at the expense of such other parties as may be prescribed by the intended Act.

To provide for the vesting of the undertakings of the Isle of Axholme and Goole and Marshland Light Railway Companies (hereinafter called "the Light Railway Companies") in the Company, upon such terms and conditions as have been or may be agreed upon, or as may be prescribed by the intended Act, and to provide for the dissolution of the Light Railway Companies, and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of the Light Railway Companies, and to confirm any agreement made between the Company and the Light Railway Companies or either of them, in anticipation of or relating to any of the objects of the intended Act.

To empower the Company to increase their capital and to raise further sums of money for the purposes of the intended Act or any other Act of the same Session, and for the general purposes of the Company, by the creation and issue of new stock, either ordinary, preference or debenture, and also to apply to such purposes any existing capital of the Company.

To empower the Dock Committee, the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Midland and Lancashire and Yorkshire Railway Companies respectively, to apply their capital or funds to any of the purposes of the intended Act in which they are interested.

And it is proposed by the said intended Act to amend or repeal all or some of the provisions of the several Acts herebefore mentioned and of the local and personal Acts and Orders of the Light Railway Commissioners following, or some of them (that is to say):—

17 and 18 Vict. cap. 211 and all other Acts relating to the Company.

43 and 44 Vict. cap. 199, 45 and 46 Vict. cap.

246 and 62 and 63 Vict. cap. 242 and all other Acts relating to the Hull, Barnsley, and West Riding Junction Railway and Dock Company or the Dock Committee.

7 and 8 Vict. cap. 18 and all other Acts relating to the Midland Railway Company.

6 and 7 Will. IV cap. 111 and all other Acts relating to the Lancashire and Yorkshire Railway Company.

The Isle of Axholme Light Railway Order, 1899.

The Goole and Marshland Light Railway Order, 1898.

And notice is hereby further 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 the notice of the intended application to Parliament as published in the "London Gazette," will be deposited for public inspection with the several Clerks of the Peace following (that is to say):—As regards the works and lands in the county of Northumberland, with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne. As regards the lands in the city and county of Newcastle-upon-Tyne, with the Clerk of the Peace for that city and county, and with the Clerk of the Peace for the county of Northumberland, at their respective offices at Newcastle-upon-Tyne. As regards the works and lands in the county of Durham, with the Clerk of the Peace for that county, at his office in the city of Durham. As regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding, at his office at Northallerton. As regards the lands in the city and county of the city of York, with the Clerk of the Peace for that city and county, at his office at York, and with the Clerk of the Peace for the said North Riding, at his office at Northallerton. As regards the lands partly in the said city of York and partly in the West Riding of the county of York, with the Clerk of the Peace for that city and county, at his office at York, and with the Clerk of the Peace for the said North Riding, at his office at Northallerton, and with the Clerk of the Peace for the said West Riding, at his office at Wakefield. As regards the works and lands in the West Riding of the county of York, and the works and lands partly in that Riding and partly in the counties of Nottingham and Lincoln, with the Clerk of the Peace for the said West Riding at his office at Wakefield; and as regards the works and lands in the East Riding of the county of York, with the Clerk of the Peace for the said East Riding at his office at Beverley. As regards the works and lands in the City and County of the City of Kingston-upon-Hull, or partly in the said city and county and partly in the East Riding of the county of York, with the Clerk of the Peace for the said city and county at his office at Kingston-upon-Hull, and with the Clerk of the Peace for the said East Riding at his office at Beverley. As regards the works and lands partly in the West Riding of the county of York and partly in the county of Nottingham and partly in the county of Lincoln (parts of Lindsey), with the Clerk of the Peace for the county of Nottingham at his office at Nottingham, and the Clerk of the Peace for the parts of Lindsey, at his office at Lincoln.

And that copies of so much of the said plans, sections, and books of reference as relate to each of the several areas hereinafter mentioned in or through which the intended works are proposed to be made or lands are situate, together

with a copy of the said 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 any county borough or other borough with the Town Clerk of such borough at his office. As relates to any urban district not being a borough, with the clerk of the district council of such district at his office. As relates to any parish having a parish council with the clerk of the parish council, or if there be no clerk, with the chairman of that council. And as relates to any parish comprised in a rural district and not having a parish council, with the clerk of the district council of such rural district at his office.

Any parish named in this notice which is not also a county or other borough or urban district, or is not stated to be in a county or other borough, or in an urban district or in a rural district, is a parish having a parish council with the clerk or chairman of which the before-mentioned deposit will be made, and such deposit will, if made with the clerk to the parish council, be made at his office, or if he has no office, at his residence, and if made with the chairman of the parish council be made at his residence.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the twenty-first day of December next.

Dated this 17th day of November, 1900.

A. KAY BURTERWORTH, York, Solicitor.  
SHERWOOD & Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Cardiff Corporation.

(Construction of New Intercepting Outfall and other Sewers and Pumping Station; Acquisition of Lands compulsorily and by agreement, and Easements over and under Lands; Additional Lands for Pumping Station; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Underpinning; Sale and Lease of Lands; Power to discharge Sewers into River Ely during the repairing, cleansing, altering, or renewing of any part of Sewers and Works, or when same stopped up or interfered with by accident, or in times of heavy rainfall; Further Borrowing Powers; Agreements with Outside Authorities and others; Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Mayor, aldermen, and burgesses of the county borough of Cardiff (hereinafter referred to as "the Corporation") intend to apply 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 authorise the Corporation to make and maintain in the county of Glamorgan the following works or some or one of them with all necessary and proper tanks storage and subsidiary sewers, outfalls, works, and conveniences (that is to say):—

(1) An intercepting sewer (No. 1) situate in the parishes of Canton and Saint Mary the Virgii, in the county borough of Cardiff, commencing in the said parish of Saint Mary the Virgii, in Penarth-road, by a junction with the existing sewer crossing that road at the junction of Clare-road and Penarth-road, and terminating in the said parish of Canton, in the field numbered on the reprint 35/96, of the Ordnance map,  $\frac{1}{2500}$  scale,

surveyed in the years 1876-77, 315 in the said parish of Canton, 6.60 chains or thereabouts north-eastward of the north-east ru corner of the Penarth-road toll-house, and 2.06 chains or thereabouts from the boundary fence enclosing the said field No. 315 from Penarth-road.

(2) An outfall sewer (No. 2), commencing in the said parish of Canton in the said county borough of Cardiff at the point of termination of the intended intercepting sewer No. 1 before described, and terminating in the bed of the sea below low water mark of ordinary tides, near the sea boundary of the parish of Lavernock, in the rural district of Llandaff and Dinas Powis, in the county of Glamorgan, at a point 24.80 chains or thereabouts, measured in a south-easterly direction from the south-eastern corner of St. Lawrence's Church, Lavernock, which said intended sewer will be made in or pass through the said parish of Canton, in the said county borough of Cardiff, the parish of Llandough-juxta-Cardiff, in the urban district of Penarth, and in the parishes of St. Andrew's Major, Sully, and Lavernock, all in the rural district of Llandaff and Dinas Powis, all in the said county of Glamorgan, and in the bed of the sea adjoining the said parish of Lavernock.

(3) A connecting sewer (No. 3), situate wholly in the said parish of Canton, in the said county borough of Cardiff, commencing in Leckwith-road by a junction with the existing sewer in that road, at a point 2.27 chains or thereabouts northward of the north-western corner of the Atlas Hotel, and terminating in Penarth-road, 0.15 chain or thereabouts south-westward of the junction of Penarth-road with Sloper-road, by a junction with the intended intercepting sewer No. 1 before described.

(4) A connecting sewer (No. 4) situate wholly in the said parish of Canton, in the said county borough of Cardiff, commencing in Ferry-road by a junction with the existing sewer crossing that road opposite Amherst-street, and terminating in Penarth-road by a junction with the intercepting sewer No. 1 before described, opposite to the western side of Olive-street.

(5) A storm overflow sewer (No. 5), wholly in the said parish of Canton, in the said county borough of Cardiff commencing at the termination of the intercepting sewer No. 1 before described, and terminating in the River Ely at a point 20.33 chains or thereabouts, measured in a northerly direction from the bridge carrying the lime-works siding over Penarth-road, and 10.00 chains or thereabouts, measured in an easterly direction from the centre of the bridge carrying the said Penarth-road over the said River Ely.

(6) A pumping station to be situate upon the lands hereinafter described (but not elsewhere) and thereafter maintain, use and manage all necessary and proper erections, appliances, wells, reservoirs, basins, pumping and other engines, mains, buildings, machinery, apparatus, works and conveniences for receiving, pumping and conveying the sewage of the borough or of any district or districts which are now or may hereafter be connected with or drained into the sewers of the borough.

2. To authorise the Corporation, in connection with the said intended works before described, to

make and maintain all necessary approaches, retaining walls, embankments, subsidiary sewers, tanks, bridges, arches, drains, goits, culverts, excavations, and other works and conveniences.

3. To authorise the Corporation to deviate in the construction of the intended sewers and works, both vertically and laterally to the extent shown on the deposited plans and sections, or to be defined by the Bill or prescribed by Parliament.

4. To enable the Corporation, for all or any of the purposes of the Bill, to appropriate and use any lands for the time being belonging to them, and to purchase or otherwise acquire compulsorily or by agreement lands (including in that expression where used in this Notice, houses, buildings, easements, and other property) for the purposes of the intended sewers and other works, and the Bill will or may seek power to enable the Corporation to purchase compulsorily such easements in, under, or over lands and property as may be requisite for the said works, without purchasing the land over the same, and to appropriate and use the subsoil and under-surface of any street, subject to such conditions as the Bill may prescribe, and to enable the Corporation, in addition to the lands to be acquired for and in connection with the before-mentioned sewers and works, to acquire and take compulsorily, or by agreement, or take on lease the following lands for the before-mentioned pumping station, viz. :—

Certain lands in the said parish of Canton, in the said county borough of Cardiff, situate on the eastern side of Penarth-road, bounded on the northern side by lands belonging to or reputed to belong to the Trustees of the Bute Estate, on the western side by the said Penarth-road, and lands belonging to or reputed to belong to the Trustees of the Bute Estate, and on all other sides by the River Ely;

and on such last-mentioned lands to construct the before-mentioned pumping station, with all necessary buildings, tanks, engines, and machinery therefor.

5. To exempt the Corporation from the provisions of the 92nd Section of the Lands Clauses Consolidation Act, 1845, in respect of all or some of the lands and properties to be acquired by the Corporation under the powers of the Bill, and to empower the Corporation 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 houses, buildings, 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, compulsorily or by agreement, easements for carrying the intended works under any street, 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 properties.

6. To authorise and provide for the underpinning or otherwise securing or strengthening any houses or buildings which may be rendered insecure by the said intended works, and which houses and buildings may not be actually required to be taken for the purposes thereof.

7. To extend the existing powers of the Corporation as to the holding, sale, lease,



exchange, and disposal of surplus lands for the time being belonging to them.

8. To empower the Corporation to make in any streets, roads, footways, and thoroughfares all such alterations of levels and width of roadway and footway as may be expedient for or in connection with the construction of the said works, and to use, break up, stop up, alter, divert, and interfere with, either permanently or temporarily (and if permanently, to appropriate the site and soil of, and to extinguish all rights of way over), and to cross over, under, or upon all such streets, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water and other pipes, and telegraphic, telephonic and electric apparatus as it may be necessary or convenient to stop up, alter, divert, interfere with or cross for any of the purposes of the Bill, and to extinguish all rights of way, manorial, commonable and other rights in, over, or upon any lands to be acquired under or by virtue of the powers of the Bill.

9. To vest in the Corporation all sewers and works constructed by them under the powers of the intended Act.

10. To empower the Corporation during the time when the sewers and works before described are being repaired, cleansed, altered, or renewed, or are stopped up or interfered with by any accident, or during times of heavy rainfall, to discharge into the River Ely the contents of such sewers and works, or any part thereof, on such terms as the Bill may prescribe.

11. To enable the Corporation for or in relation to all or any of the purposes of the Bill, and also for or in relation to the purposes of the Acts and Orders relating to the Corporation or the borough, to apply their rates, funds, and revenue, and any moneys which they are already authorised to borrow, and to make, assess, levy, and recover new and additional tolls, rates, and charges, and to borrow further moneys by mortgage, stock (of one or more classes, and at the same or at varying rates of interest), and to charge those moneys upon all or any one or more of the following securities (that is to say):—The district fund, and general district rate, lands, tenements, hereditaments, undertakings, and property, and the rates, rents, harbour dues, tolls, and revenues of the Corporation, whether as a municipal corporation, or urban sanitary authority, or other authority, and to make provisions with respect to the repayment of any moneys for the time being owing by the Corporation, and to alter existing provisions for and in relation to the repayment of moneys already borrowed.

12. To enable the Corporation to enter into and carry into effect agreements and arrangements with any district board or other authority, or any company or other body having the control or management of railways, streets, roads, sewers, water, gas, or other pipes, wires or apparatus, beyond the borough, with respect to the mode of construction, maintenance, and user of the intended sewers and works, and as to the acquisition and appropriation of lands and property and the formation and user of any streets, roads, and public places.

13. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with, under, and subject to the powers and provisions of the Public Health Acts, the Municipal Corporations Acts, the Local Government Acts, the Local Loans Acts, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and other Acts (public or local) affecting muni-

cipal corporations and urban sanitary authorities, with such modifications as may be contained in the Bill, and to enter into and fulfil agreements and contracts, for all or any of the purposes of the Bill, and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

14. The Bill will, so far as may be deemed necessary or expedient, alter, amend, and extend, or repeal, and consolidate the provisions of, among other Acts and Orders, in addition to those hereinbefore mentioned, the following (that is to say):—The Cardiff Improvement Acts, 1871 and 1875; the Cardiff Corporation Acts, passed in the years 1879, 1884, 1887, 1894, and 1898; and any other Acts or Orders (including Orders made by any Public Department) relating directly or indirectly to the Corporation or the borough, or interfering with any objects of the Bill, and the Bill will or may incorporate with itself in extenso or by reference, and with or without alteration, the Railways Clauses Consolidation Act, 1845, and such of the provisions as may be deemed expedient of the hereinbefore-mentioned Acts and Orders, and will or may vary and extinguish all rights and privileges which would interfere with any of its objects, and confer all such powers, authorities, rights, and privileges as may be necessary or expedient for effecting its objects.

15. Duplicate plans and sections describing the lines, situation, and levels of the proposed sewers and works, and the lands in or through which they will be made or pass, and showing the lands which may be taken compulsorily under the powers of the Bill, and also the additional lands for the pumping station, together with a book of reference to the 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, 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, 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 areas hereinafter mentioned, in or through which the said sewers and works, or any part thereof, are or is intended to be made, or in which any lands are proposed to be acquired are situate, together with a copy of this notice, published as aforesaid, will be deposited as follows:—As regards the parishes of St. Mary the Virgin, and Canton, with the town clerk of the county borough of Cardiff, at the Town Hall, Cardiff; as regards the parish of Llandough-juxta-Cardiff, with the clerk to the Urban District Council of Penarth, at his office in Quay-street, Cardiff; as regards the parishes of Sully and Lavernock, with the clerk to the Rural District Council of Llandaff and Dinas Powis, at his office in St. Mary-street, Cardiff; and as regards the parish of St. Andrew's Major, with the clerk of the Parish Council of that parish, at his residence, or, if there be no clerk, with the chairman of such Council, at his residence.

16. 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, 1900.

J. L. WHEATLEY, Town Clerk, Cardiff;  
W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Kingston-upon-Hull Corporation.

(Street Works; Bridge across the River Hull; Tramways; Motive Power; Power to work Tramways; Omnibuses; Stopping up of Streets; Compulsory Purchase of and Appropriation of Lands; Power to take part only of certain Buildings; Appropriation of Land for Building Purposes; Removal and Re-interment of Bodies in Portion of Hebrew Cemetery, Hedon Road; Underpinning; Special Provisions as to the Assessment of Compensation; Working Class Dwellings; Retention and Holding of Lands; Acquisition of Land for Protection of Waters and Waterworks; Power to Lease Lands; Further Provision for Supply of Water; Mains along Private Roads; Provisions against Pollution and Nuisances; Borrowing of Money; Levying and Collection of Rates and Charges; Superannuation and Thrift; Corporation Stock; Fire Insurance; Licensing Drivers; Change of Name of City and County; Incorporation and Amendment of Acts, and for Other Purposes).

**N**OTICE is hereby given that application is intended to be made to Parliament, in the ensuing Session, by the Mayor, Aldermen, and Citizens of the City and County of Kingston upon Hull (hereinafter respectively referred to as "the Corporation" and "the City") for an Act to effect all or some of the following purposes (that is to say):—

1. To empower the Corporation to make and maintain the street works and bridge hereinafter mentioned, together with all necessary and proper approaches, arches, embankments, walls, works, and conveniences in connection therewith. Such works are as follows:—

Street Work No. 1.—A new street commencing at the junction of Cholmley-street and Coltman-street and terminating at the junction of Adelaide-street and Day-street.

Street Work No. 2.—An extension and improvement of Ann-street, commencing in Quay-street at a point 39 yards, or thereabouts, measured in a northerly direction from the intersection of the centre lines of Broadley-street and Quay-street, and terminating at the junction of Ann-street and Guildhall-passage.

Street Work No. 3.—A widening of Broadley-street on the northern side, commencing at Quay-street and terminating at Guildhall-passage.

Street Work No. 4.—A widening of Leadenhall-square on the southern side, commencing opposite to Guildhall-passage and terminating at Lowgate.

Street Work No. 5.—A new footpath, commencing in Manor-alley at a point 66 yards, or thereabouts, measured in a westerly direction from the western side of Lowgate and terminating in Leadenhall-square (as proposed to be widened) at a point 73 yards, or thereabouts, measured in a westerly direction from the western side of Lowgate.

Street Work No. 6.—A new street, commencing at the junction of Lowgate and Leadenhall-square and terminating at the junction of High-street and the approach to Drypool-bridge.

Street Work No. 7.—A widening of Lowgate on the western side, commencing at Leadenhall-square, and terminating at a point 38 yards, or thereabouts, measured in a northerly direction from the northern side of Rowlalley-lane.

Street Work No. 8.—A widening of Lowgate

on the eastern side, commencing at Bishop-lane and terminating at Scale-lane.

Street Work No. 9.—A widening of Paragon-street on the northern side, commencing at a point 6 yards or thereabouts, measured in an easterly direction, from the intersection of the centre lines of Paragon-street and Brook-street, and terminating at a point 53 yards or thereabouts, measured in an easterly direction, from the said intersection.

Street Work No. 10.—A widening of Paragon-street partly on the northern side and partly on the southern side, commencing at a point 5 yards or thereabouts measured in an easterly direction from the intersection of the centre lines of Paragon-street and South-street, and terminating at a point 31 yards or thereabouts measured in a westerly direction from the intersection of the centre lines of Paragon-street and Chariot-street.

The above-mentioned Street Works, Nos. 1 to 10 inclusive, will be wholly situate in the parish of Holy Trinity and Saint Mary.

Street Work No. 11.—A new street connecting Charles-street with Smeaton-street, commencing at the junction of Jarrat-street and Charles-street and terminating at the junction of Smeaton-street and Silvester-street.

Street Work No. 12.—A widening of Holderness-road on the south-eastern side, commencing at a point 30 yards, or thereabouts, measured in a north-easterly direction from the north-eastern corner of the Crown Inn, and terminating at the city boundary on the southern side of the agricultural drain which crosses the road near the junction of Ings-road and Holderness-road.

Street Work No. 13.—A new street, commencing at the junction of Great Union-street and Clarence-street, and terminating at the junction of Holderness-road and Dansom-lane.

Street Work No. 14.—A new street, commencing in Witham at a point 32 yards or thereabouts, measured in a north-easterly direction from the eastern side of Linc-street (crossing the Foredyke stream or Sutton drain by means of a bridge) and terminating at the junction of Jennings-street and Cleveland-street.

Street Work No. 15.—A widening of Beverley-road, partly on the eastern and partly on the western sides, commencing at Clifton-terrace and terminating at Brunswick-avenue.

Street Work No. 16.—A widening of Beverley-road, partly on the eastern and partly on the western sides, commencing at a point 85 yards, or thereabouts, measured in a southerly direction, from the southern side of Brunswick-avenue and terminating at Norfolk-street.

Street Work No. 17.—A widening of Hedon-road, chiefly on the northern side, commencing at the western boundary of the Sanatorium grounds and terminating at the western side of the Old Fleet drain, including the reconstruction and widening of the bridge carrying Hedon-road over the Holderness drain.

Street Work No. 18.—A diversion and improvement of Back-lane and Marfleet-lane, commencing in Hedon-road at a point 37 yards, or thereabouts, measured in a westerly direction from the western side of Back-lane and terminating in Marfleet-lane at the Hull and Withernsea branch of the North-Eastern Railway.

Street Work No. 19.—A widening of Cottingham-road, chiefly on the northern side, commencing at the western city boundary at a point 22 yards, or thereabouts, measured in a westerly direction from a line in continuation of the centre line of Near Salt Ings-lane, and terminating at Beverley-road, including the widening of the bridge carrying Cottingham-road over the Cottingham Drain and an arching over the Cottingham and Newland Beck for a distance of 77 yards, or thereabouts, measured in a westerly direction from the western side of Beverley-road.

Street Work No. 20.—A widening of Queen's-road on the southern side, commencing at Prince's-avenue and terminating at Newland-avenue.

Street Work No. 21.—A widening of Newland-avenue, partly on the eastern and partly on the western sides, commencing at Queen's-road and terminating at Cottingham-road, including a widening of the bridge carrying Newland-avenue over the Cottingham and Newland Beck.

Street Work No. 22.—A new street and improvement of Bankside, commencing in Bankside, opposite the most easterly corner of the British Gas Works, and terminating in Clough-road at a point 90 yards, or thereabouts, measured in a westerly direction from the western side of the river Hull, including a bridge carrying the new street over the Cottingham and Newland Beck.

Street Work No. 23.—A widening of Great Union-street and Hedon-road, partly on the south-western and southern side and partly on the northern side, commencing at Clarence-street and terminating at a point 52 yards or thereabouts, measured in an easterly direction from the eastern side of Thomas-street.

Street Work No. 24.—A widening and improvement of Edward-street, Davis-street, and Bond-street on the eastern and southern sides, commencing in Edward-street at a point 39 yards or thereabouts, measured in a southerly direction from the southern side of Davis-street and terminating in Bond-street at a point 20 yards or thereabouts, measured in a westerly direction from a line in continuation of the western side of Savile-street.

The above-mentioned street works Nos. 11 to 24 inclusive, will be wholly situate in the parish of Sculcoates.

Street Work No. 25.—A new street, commencing in Waltham-street, in the parish of Holy Trinity and St. Mary, at a point 31 yards or thereabouts, measured in a northerly direction from the south-eastern corner of the shop No. 2 Carlisle-street and terminating in Edward-street, in the parish of Sculcoates, at a point 33 yards or thereabouts measured in a southerly direction from the southern side of Davis-street.

Work No. 26.—An opening bridge (to be called Stoneferry Bridge) across the river Hull, together with approaches thereto, wholly situate in the parish of Sculcoates, commencing in Clough-road, at a point 193 yards or thereabouts, measured in a westerly direction from the western side of the river Hull and terminating at the junction of Ferry-lane and Stoneferry-road.

The above-mentioned works will be wholly situate in the City.

2. To empower the Corporation to make, lay down, form, and maintain the tramways herein-

after described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing-places, stables, carriage houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, posts, poles, brackets, wires, works, and conveniences connected therewith respectively. The tramways hereinbefore referred to are as follows:—

Tramway No. 1.—Which will be a double line throughout, wholly situate in the parish of Sculcoates, commencing in Prince's-avenue by a junction with the existing tramway at a point 0.85 chain or thereabouts, measured in a southerly direction from the intersection of the centre lines of Queen's-road and Prince's-road, passing thence in a westerly direction along Queens-road, thence, in a northerly direction, into and along Newland-avenue, and terminating therein at a point 0.35 chain or thereabouts, measured in a southerly direction, from the intersection of the centre lines of Cottingham-road and Newland-avenue.

Tramway No. 2.—Which will be a double line throughout, wholly situate in the parish of Holy Trinity and Saint Mary, commencing in the eastern approach to Whitefriargate-bridge by a junction with the existing tramway at a point 0.32 chain or thereabouts, measured in an easterly direction from the intersection of the centre lines of Whitefriargate-bridge and the lock pit connecting Queen's Dock and Prince's Dock, passing thence in a north-easterly and easterly direction along a new street intended to be constructed, to and along Broadley-street and Leadenhall-square as intended to be widened, to the junction of Leadenhall-square and Lowgate, and thence in a southerly direction, along Lowgate, as intended to be widened, to Market-place, and terminating therein by a junction with the existing tramway at a point 0.57 chain, or thereabouts, measured in a southerly direction from the intersection of the centre lines of Silver-street and Market-place.

3. In the following instances the proposed tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads hereinafter mentioned and the nearest rail of the tramway, namely:—

4. In respect of Tramway No. 1 in Newland-avenue, on the eastern side from a point 1.20 chains measured in a southerly direction from the centre line of the Hull and Barnsley Railway Bridge to a point 1.10 chains measured in a northerly direction from the said centre line, and on the western side of that street from a point 0.98 chain measured in a southerly direction from the said centre line to a point 1.15 chains measured in a northerly direction from the said centre line.

In respect of Tramway No. 2, in Lowgate, on the eastern side thereof from a point 0.25 chain measured in a southerly direction from the intersection of the centre lines of Chapel-lane and Lowgate, to a point at the intersection of the centre lines of Bishop-lane and Lowgate, also from a point 0.58 chain measured in a southerly direction from the intersection of the centre lines of Bishop-lane and Lowgate, to the termination of Tramway No. 2—also on the western side of Lowgate from a point 0.40 chain measured in a southerly direction from the intersection of the centre lines of Manor-alley and Lowgate, to a point 0.15 chain measured in a northerly direction

from the intersection of the centre lines of Bowlalley-lane and Lowgate, also from a point 0.55 chain measured in a southerly direction from the intersection of the centre lines of Bowlalley-lane and Lowgate to the termination of Tramway No. 2.

6. The proposed tramways will be laid on a gauge of 4 feet 8½ inches; it is not intended to run thereon carriages or trucks adapted for use on railways.

7. To empower the Corporation to work the intended tramways and other the tramways for the time being belonging to or in lease to them, or on which they have power to place or run carriages by animal power, and by electricity, steam, or other motive power, not being animal power, and partly by one such power and partly by another such power.

8. To empower the Corporation to lay down, construct, and maintain on, in, under, or over the surface of any street, road, or place, such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient for the working of the tramways by steam, electric or other mechanical power, and to authorise the Corporation to affix to any house, building, or structure, and maintain brackets, electrical conductors, wires, and apparatus in connection with any tramways for the time being belonging to the Corporation, and to make provision for compensating the owners or occupiers for any damage thereby occasioned.

9. To empower the Corporation to run omnibuses within and beyond the city in connection with their tramways or when the running of carriages thereon is impracticable.

10. To constitute the tramways and tramway works proposed to be authorised part of the tramway undertaking of the Corporation, and to incorporate or apply all or some of the powers and provisions relating to the existing tramways of the Corporation (contained in the Hull Corporation Tramways Orders, 1896 and 1900) to and with respect to the tramways by this Act authorised, and to extend to the Tramways referred to in the last-mentioned Orders some or all of the provisions of the intended Act.

11. To empower the Corporation to deviate laterally and vertically from the lines and levels of the intended works (except tramways) shown on the deposited plans hereinafter mentioned to the extent to be shown on the said plans or to be defined in the intended Act.

12. To authorise the Corporation to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently), and interfere with streets, roads, highways, carriage-ways, footpaths, bridges, rivers, navigation streams, watercourses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, electric wires and conductors, and apparatus within the city and parishes aforesaid, for the purpose of constructing and maintaining the proposed works, or otherwise for the purposes of the intended Act. The highways proposed to be permanently stopped up include all or part of the following:—

Zion-terrace, Richmond-terrace, Industrial-terrace, Alexandra-terrace, Wellington-terrace, Elm-avenue, Crowthers-buildings, Studley-terrace, Williams-terrace, Ann's-terrace, Ann-street, Robert-street, Guildhall-passage, Broadley-square, Providence-place, Bolton's-court, Pinder-square, Dixon's-entry, George-yard, Adelphi-court, approach to Meggitts-buildings, Holdens-terrace, Marvell-terrace, Featherstone-entry, Bryants-

court, Saint Mary's-terrace, Globe-court, Chambers-entry, Prince George-yard, Princes-square, Wetwangs-entry, Carter's-yard, Caroline-place, Elizabeth-place, White Hart-yard, Catterson's-entry, Albert-street, Cuthbert-street, Lawrence-square, Clarence-cottages, Whytalls-place, Park-place, Norman's-square, East-court, Williams-place, Mary Ann's-terrace, Lime-terrace, Ward's-place, Levitts-square, Garden-square, Whitings-place, Edward-street, Vincent-street, Back-lane, Marfleet, Bankside, and the Footpath leading from Bankside to Clough-road, and to vest in the Corporation the site and soil of so much of the highways so stopped up.

13. To empower the Corporation for the purposes of the proposed works, and for providing space for the erection of buildings near thereto, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the city and parishes aforesaid, and to acquire, by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, and buildings.

14. To authorise the Corporation to appropriate and lay out for building purposes portions of any lands already acquired, or to be acquired by them under the powers of the intended Act, or under any prior Act or Provisional Order, and to sell or exchange, or otherwise dispose of, and grant building or other leases, and to let for building purposes all or any lands, buildings, or hereditaments for the time being belonging to them, and to sell and dispose of such annual rents and the reversion of any land or building, and to extend the powers of the Corporation with respect to the holding, retaining, or disposing of lands.

15. To provide for the removal and re-interment or deposit of any human bodies contained in the portion of the Hebrew Burial Ground or Cemetery required for or in connection with the widening of Hedon-road.

16. To under pin, support and otherwise strengthen the walls and buildings near to or which may be affected by any of the proposed works without being required to purchase the same.

17. To make special provisions for determining the purchase money and compensation payable in respect of lands and property required for the purposes of the intended Act, and amongst other things in the following respects: for taking into account the increased value of any lands retained by the claimant by reason of the proposed works; for limiting the amount of purchase money or compensation in cases of recent buildings or alterations, and recently-created interest therein; as to assessing the purchase money and compensation in respect of houses of a bad or insanitary character or situate in an unhealthy area; as to the tribunal for determining the purchase money and compensation, and to incorporate or apply the provisions (or some of them) of the Housing of the Working Classes Act, 1890, or the provisions of the Kingston-upon-Hull Corporation Act, 1897, thereto; and as to the payment of costs in certain cases of disputed compensation by persons failing to send in particulars of their claims.

18. To provide for the erection of dwellings for persons of the labouring class displaced under the powers of the intended Act, and to provide for the construction of buildings for that purpose, as also for shop and other purposes.

19. To empower the Corporation, notwithstanding any of the provisions of the Lands Clauses

Acts, to hold lands freed from the provisions with respect to superfluous lands, and to enable them to purchase compulsorily part only of certain properties.

20. To empower the Corporation to purchase by compulsion or agreement certain lands in the parish of Cottingham in the East Riding of the county of York containing in all eighty acres or thereabouts adjoining to and surrounding the present waterworks of the Corporation, all of which said lands are situate on the western side of the Hull and Scarborough branch of the North-Eastern Railway and north of the gate crossing Mill House Woods-lane, and to hold such lands for the protection of their waterworks, and for preventing the pollution, contamination, and fouling of waters which can or may be taken at their well or pumping station at Cottingham.

21. To empower the Corporation to let or lease the said lands, with provisions for guarding against the pollution of water and nuisances, or to enable the Corporation to sell any of such lands, subject to conditions restricting the use of the same in respect of the matters aforesaid.

22. To make further provision in regard to the supply of water by the Corporation, and, amongst other things, with respect to the supply of water in regard to premises partly used for trade purposes; as to communication pipes; and as to the laying down of mains along roads not dedicated to the public.

23. To empower the Corporation to borrow or raise money for the purchase of land and execution of works under the intended Act, the completion of the works authorised by the Kingston-upon-Hull Act, 1897, and for the purposes of the intended Act, and to charge such money upon the borough fund and borough rate, district fund and general district rate, and upon the estates, undertakings, rates, rents, revenue and other property of the Corporation, or on any of those securities, and to execute and grant mortgages, or to create and issue Corporation stock in respect thereof, and to empower the Corporation to apply any of their existing funds and rates or any money they are authorised to borrow for any of the purposes of the intended Act, and to empower the Corporation to issue bills of exchange and promissory notes, to charge the same upon the securities aforesaid, or any of them, and to authorise regulations with respect to the form, preparation, mode of issue, and to the payment discharge and cancellation of bills and promissory notes.

24. To make better provision for the making, levying, and collection of the borough rate, watch rate, library rate, highway rate, general district rate, and water, gas and electric lighting rates and charges.

25. To provide for the establishment of a superannuation thrift or provident fund and the payment of superannuation and other allowances to officers, servants and workmen in the employ of the Corporation; to authorise the Corporation to contribute to such fund or superannuation, and to make allowances and gratuities to the relatives or representatives of any deceased officer, servant or workman of the Corporation.

26. To make further provision in regard to the creation and issue of Corporation Stock and to authorise the revocation of resolutions for the creation and issue of stock.

27. To provide for the equation of the periods, or some of the periods, prescribed for the discharge of loans contracted by the Corporation and to make other provision in regard to the application and investment of money standing to the credit of any sinking fund or loans fund.

28. To provide for the inclusion of new build-

ings in the borough rate and general district rate of the city and the extension of section 38 of the Poor Law Amendment Act, 1868, and in other respects to make better provision for the assessment of new property.

29. To empower the Corporation to establish a fund for the purpose of insuring the works, buildings, furniture, effects and property belonging to them, or in their custody, against loss of damage by fire, and to provide for contributions to such fund from the revenues of their several undertakings and the funds and rates belonging to or under the control of the Corporation; to provide for the investment and application of the fund and to authorise the Corporation to borrow money on the security of the said revenues, funds, and rates, or any of them, to meet any deficiency in such fund.

30. To empower the Corporation to license drovers and to make bye-laws in respect of the exercise of that calling.

31. To change the name of the city, the county of the city, and the Corporation.

32. To repeal section 6 (1), of and the Schedule to the Hull Tramways Order, 1900, confirmed by Act of Parliament passed in the same year, and to alter and amend the other provisions of that section.

33. To incorporate, with or without amendment, or to render inapplicable, all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Local Loans Act, 1875; the Land Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Tramways Act, 1870; the Housing of the Working Classes Act, 1890; the Arbitration Act, 1889; and all Acts amending those Acts respectively.

34. To repeal, alter, or amend all or some of the provisions of the local Acts and Provisional Orders confirmed by Act of Parliament, now in force within the city, with or without amendment, including the following (that is to say):—The Kingston-upon-Hull Improvement Act, 1854; the Hull Corporation Loans Act, 1881; the Hull Extension and Improvement Act, 1882; the Hull (Drypool) Bridge and Improvements Act, 1885; Kingston-upon-Hull Corporation Act, 1897, and the Provisional Orders relating to the city and confirmed by Acts of Parliament passed in the years 1863, 1864, 1871, 1872, 1874, 1877, 1879, 1880, 1883, 1886, 1888, 1889, 1890, 1893, 1896, 1899, 1900; and all other Acts and Orders relating to the Corporation.

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

Plans and sections of the intended works, 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 with the Clerk of the Peace for the East Riding of the County of York at his office at Beverley, with the Clerk of the Peace for the city and county of Kingston-upon-Hull, and with the Town Clerk of the city and county of Kingston-upon-Hull, at their respective offices at the Town Hall, and a copy of so much of the said plans and book of reference as relate to the urban district of Cottingham, and a copy of the said Notice will, on or before the said 30th day of November, be deposited with the Clerk of the Council of that district, at his office.

Printed copies of the intended Act or 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, 1900.

E. LAVERACK, Town Clerk, Kingston-upon-Hull.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

Broadstairs and St. Peter's Water and Improvement.

(Transfer of Undertaking of Broadstairs Water Works Company to the Urban District Council of Broadstairs and St. Peter's; Winding-up and Dissolution of Company; Maintenance and Improvement of Existing Works; Construction of New Works in the Parish of St. Peter Extra in the Rural District of the Isle of Thanet; Compulsory Purchase of and Powers as to Lands and Waters; Supply of Water; Further Provisions and Regulations as to Supply of Water; Rates and Charges; Pressure; Prevention of Waste; Regulations; Supply in Bulk; Erection and maintenance of Reading, Refreshment Rooms, &c. in Pleasure Grounds; Charges of Admission thereto; Regulations as to Use and Enjoyment of Pleasure Grounds; Band of Music; Bye-Laws as to Sea-shore and Bathing; Licensing of Pleasure Boats; Restriction on Removal of Sand, &c.; Powers as to Infectious Diseases; Penalties for Selling Milk of Diseased Cows, and Powers for dealing with Tuberculosis in Cows; Powers as to Buildings and Streets and Sanitary Matters; Powers with regard to Police and Street Traffic and Hawking; Powers with regard to Hackney Carriages; Borrowing Powers; Raising and Application of Moneys; Application of Water Revenue; Power to grant Gratuities to Officers injured in service of Council or to Charities undertaking their relief; Bye-Laws; Penalties; Incorporation, Amendment, and Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of the Urban District of Broadstairs and St. Peter's in the county of Kent (hereinafter referred to as "the Council") for an Act for all or some of the following purposes and objects (that is to say):—

To authorize and empower the Council to purchase and acquire and to provide for the transfer to and vesting in the Council of the undertaking, works, lands, mains, pipes, easements, property (both real and personal), rights, powers and authorities of the Broadstairs Waterworks Company (hereinafter called "the Company") for such price or consideration and upon and subject to such terms, conditions and stipulations as may be expressed in or provided by or under the provisions of the Bill or as may be agreed upon between the Council and the Company, or as may be settled by arbitration, and to authorize or require the Company to sell and transfer their undertaking, property and rights accordingly.

To confirm and carry into effect any agreement between the Company and the Council with reference to any such purchase and sale which may have been entered into prior to the passing of the Bill.

To provide for the distribution of the purchase-money and assets amongst the shareholders of the Company, and any other persons entitled or interested therein, and to provide for the redemption, cancellation, or extinction of all mortgages,

debentures, ordinary and preference stock and shares of the Company; the employment of or compensation to officers and servants of the Company, and the winding-up and dissolution of the Company.

To empower the Council to carry on the undertaking and to maintain, alter, improve and enlarge the existing waterworks of the Company, or some of them, and to authorize the Council to supply water for public, domestic, trade, and other purposes within the Company's limits of supply, including the following places, namely:—The urban district of Broadstairs and St. Peter's and the parish of St. Peter Extra in the Isle of Thanet Rural District, both in the County of Kent.

To authorize the Council to make and maintain the waterworks following or some of them, or some part or parts thereof (that is to say):—

(a) Work No. 1.—An adit or heading, to be situated wholly in the parish of St. Peter Extra, in the rural district of the Isle of Thanet, commencing at the existing well and pumping station of the Company, situate at Rumfields, in the said parish, thence running in a north-westerly direction for a distance of 4,580 feet, or thereabouts, and terminating at the boundary of the parish of St. Peter Extra with the parish of Northdown at a point 1,060 feet measured along the said boundary in a north-easterly direction from the point where the said boundary meets the east side of the main road between Ramsgate and Margate;

(b) Work No. 2.—An adit or heading, to be situated wholly in the said parish of St. Peter Extra, commencing at the said existing well and pumping station of the Company, thence running in a south-easterly direction for a distance of 1,390 feet, or thereabouts, and terminating at the boundary of the Parish of St. Peter Extra with the Urban District of Broadstairs and St. Peter's, at a point 125 feet, or thereabouts, measured along that boundary in a northerly direction from the point where the boundary touches the north side of the road leading from Bromstone to Rumfield's Gap.

together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, softening tanks, filters and filter beds, dams, sluices, hatch-boxes, chambers, by-washes, waste weirs, outfalls, discharge pipes, shafts, adits, drifts, tunnels, aqueducts, culverts, cuts, catchwaters, channels, conduits, mains, pipes, stand pipes, junctions, valves, drains, telegraphs, telephones, engines, pumps, apparatus, roadways, approaches, buildings, houses, chimney shafts, ventilating shafts, works and conveniences, connected with the hereinbefore described works or any of them, or incidental thereto, or necessary for conducting, controlling, inspecting, cleansing, repairing, or managing the same, and together with full power and right at all times of approach and access to the works aforesaid or any of them.

To authorize the Council to discharge water from either of the aforesaid adits into any available stream or watercourse, and to make provision for compensating all riparian owners and other persons for any damage which may be caused by the exercise of such power.

To authorize the Council to deviate from the lines, and levels of the intended works as shown upon the plans and sections hereinafter mentioned to such extent as may be provided by the Bill.



To incorporate with the Bill and to apply to the works hereinbefore described, or any of them, and to the Council in respect thereof the provisions, or some of the provisions of the Railways Clauses Act 1845, with respect to the temporary occupation of lands near the works during the construction thereof.

To empower the Council to purchase, and to take by compulsion or agreement, and to take leases or grants of or easements in, under or over lands, houses, springs, streams, waters and other hereditaments in the parish aforesaid for the purposes of the intended works or elsewhere within the limits for the time being of the Council for the supply of water for the purposes of their undertaking generally, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters and hereditaments as aforesaid, and will or may empower the Council to acquire compulsorily easements or wayleaves in or under lands in the said parish for the purposes of the works above described instead of purchasing such lands, and to exercise and do on any lands such works, matters and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act 1847.

To empower the Council to lay down, maintain, take up, alter and renew mains, pipes, culverts and other works for the distribution of water within their limits of supply, and to cross, break up, open, alter, divert or stop up and interfere with either temporarily or permanently any roads, highways, footpaths, streets, bridges, canals, railways, tramways, sewers, drains, pipes, streams and watercourses within the parish aforesaid for the purposes of the aforesaid works or of supplying or distributing water.

To empower the Council to hold lands for the purpose of protecting, securing, and preserving their waterworks or water supply, and to sell, lease, or exchange lands vested in them, and to exempt such lands and the Council in respect thereof from the provisions, or some of the provisions of the Lands Clauses Consolidation Act 1845, with respect to the sale of superfluous lands.

To authorize the Council to erect and let cottages for their officers and servants, and to make provisions with respect to the service of notices on and by the Council.

To make better provision in regard to the supply of water, and, amongst other things, with reference to the following matters:—The prevention of waste, undue consumption, and contamination of water, the testing and stamping of fittings, the entry of premises supplied with water, the execution of works in connection with the supply of water, and for the pressure at which water is to be supplied, definition of domestic supply, the payment of water rates and charges by owners of small houses, trade supply, supply of houses partly used for trade, power to provide and let on hire meters and fittings, connections, disconnections with and injury to meters, service pipes, misuser of water, and by-laws and regulations.

To authorize the Council and any district council, parish council, or person to enter into and carry into effect contracts for the supply of water beyond the limits of supply and to enable such councils to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys.

To authorize the Council for any of the purposes of their water undertaking to purchase by agreement, or take on lease and hold lands, houses, and buildings, and to sell, lease, or otherwise dispose of any lands, houses, or buildings

for the time being belonging to them, and not required for the purposes of the undertaking, and in any such sale or disposal to reserve water and other rights.

To empower the Council to levy and recover rates, rents and charges for the supply of water, meters, and fittings, and to increase, alter, or reduce the rates, rents, and charges authorized by the Company's Act.

To confer upon the Council all or some of the powers contained in the several Acts relating to the Company's undertaking, and to exempt the Council from the enactments limiting the profits of the undertaking.

To provide for the application of the revenue and profits arising from the water undertaking of the Council, and for meeting any deficiency in such revenue, and to provide for the formation and application of a reserve fund in respect of the said undertaking.

To authorize the Council to erect, provide, equip, maintain, furnish, and let waiting, refreshment, assembly, concert, and other rooms and saloons, pavilions, and other accommodations for music and other public entertainments and assemblies, shops, and other places and conveniences in the pleasure or recreation grounds belonging to or held by them, and to charge for the admission to and use of any such rooms, buildings, places, conveniences, and grounds, and for admission to such entertainments and assemblies, and to appoint and employ persons to manage and take charge of such pleasure grounds, buildings and premises, or any of them, on such terms and conditions, and subject to such regulations and restrictions as the Council may deem fit, and to provide apparatus for games, and to set apart portions of pleasure grounds for games, and to close pleasure grounds for special purposes, and to provide that the pleasure grounds shall be deemed streets for certain purposes, and to authorize the Council to provide and let chairs therein, and to contribute to a public band of music for the district.

To provide for the regulation and use of the foreshore, beach and cliffs, bathing and bathing machines, the licensing of pleasure boats and bathing machine proprietors, the license and payment of boatmen for the protection of persons whilst bathing, and to regulate and, if the Council deem fit, to prohibit the removal of beach and sand from the foreshore.

To confer on the Council larger powers than they now possess with regard to infectious disease, including amongst others, the following powers (that is to say):—Requiring cowkeepers, and persons engaged in washing or mangling clothes, to furnish lists of customers and owners of clothes respectively in certain cases, to enable the Council to provide nurses, to require dairymen to notify infectious disease existing amongst their servants, to prohibit infected persons from carrying on certain businesses, and to enable the Council to compensate dairymen and nurses for loss.

To make provision for protecting the public against the spread of disease by the sale within the district, of the milk of cows with diseased or indurated udders, and for taking samples of milk within the district for the purpose of bacteriological examination, and for the entry of the medical officer of the district, or a specially authorized inspector, into any byres or cowsheds, or other places within or beyond the district where cows are kept from which milk is sent for sale within the district, to examine the cows therein for the purpose of ascertaining whether such cows suffer from diseased or indurated udders, and for preventing the milk of cows so affected being sent

for sale within the district, and for imposing penalties with reference to the matters aforesaid.

To confer on the Council new and enlarged powers, and to make further provisions with reference to buildings and streets and sanitary matters, including amongst others, the following (that is to say):—The definition of new buildings, approval of plans by the Council to be void after certain intervals, retention of plans deposited with the Council, power to the Council to vary position or direction of new streets, and to prohibit the erection of new buildings until line of street defined, to impose penalties on occupiers of houses preventing the owners from giving effect to the requirements of the Council, to provide for crossings for horses or vehicles over footpaths, the lopping of trees or shrubs overhanging streets and footpaths, the filling up of cesspools, empowering the medical officer to test drains, extending Section 41 of the Public Health Act 1875, to enable the Council to provide lavatories, to require urinals to be attached to refreshment houses, to provide that cisterns liable to contamination shall be deemed a nuisance, extending Section 75 of the Towns Improvement Clauses Act to dangerous structures, to provide for the removal and prevention of projections over streets, to prohibit the projection over streets of articles exposed for sale, and the use of lock-up shops for purposes of habitation, to require a supply of water to water-closets, and to enable the Council to connect private drains with their sewers.

To confer on the Council further powers with reference to police and street traffic, and in particular to restrict advertisements on vehicles and hoardings; to regulate the use of sky-signs, and to require dangerous places to be repaired or enclosed, to provide that unfenced ground adjoining a street shall be a public place for the purposes of the Vagrancy Acts, and to impose penalties on persons betting in streets, to require street musicians to depart on request, and to enable the Council to make bye-laws regulating street cries, processions through streets, and the use of steam organs, to authorize the Council to license hawkers and to prohibit hawking in the district except by persons so authorized.

To confer powers on the Council with regard to the inspection of hackney carriages, the granting of occasional licences for public vehicles, and to apply the provisions of the Town Police Clauses Acts 1847 and 1889, and the bye-laws made thereunder with respect to hackney carriages to railway stations and the approaches thereto, as if such railway stations were hackney carriage stands or a street, and to make applicable the provisions of those Acts with respect to the regulation of fares to hackney carriages, taking up and setting down passengers within the district, but which go outside the district.

To empower the Council to borrow money for all or any of the purposes of the Bill, and for the general purposes of their waterworks undertaking, and for such other purposes as may be prescribed or authorized by the Bill, and to charge the money so borrowed and interest upon the security of the whole part of the revenues of the Council from time to time arising from the waterworks and other undertakings and property for the time being of the Council or some of them, and on any other funds and rates established and leviable by the Council, and to empower the Council to apply any of their funds to any of the purposes of the Bill, and to provide for the disposal or application of the revenue arising from the water undertaking,

and to make further provision with reference to the existing debts of the Council, and otherwise in relation to the finances, rates and revenue of the Council.

To empower the Council to extend the provisions of any existing bye-laws, to make new bye-laws, rules and regulations with reference to all or any of the foregoing matters, and to enforce the same by penalties or otherwise, or to vary or rescind the same, and to confer upon them all powers, rights, authorities, and privileges, which are or may become necessary for carrying the powers granted by the Bill into execution, to vary or extinguish all existing rights or privileges, which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the Bill, and to confer other rights and privileges.

To make further provision for the prosecution of offenders, the bringing of actions and proceedings, and the signing and service of orders, contracts and notices.

To authorize the Council to grant gratuities to their officers or servants who may be injured in their service, and to any charity undertaking the relief of such officers, and to regulate and authorize the sums to be paid out of the funds of the Council to such purposes.

To incorporate, with alterations and amendments, and to apply, amend, alter, or repeal all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):—The Lands Clauses Acts, The Waterworks Clauses Acts 1847 and 1863, the Towns Improvement Clauses Act 1847; the Town Police Clauses Acts 1847 and 1889, the Local Loans Act 1875, the Public Health Acts, the Infectious Diseases Notification Act 1889, and the Infectious Diseases Prevention Act 1890, and all Acts amending the said Acts respectively, or any of them, and if thought fit, to exempt the Council from the provisions of Section 35 of the Waterworks Clauses Act 1847.

To vary, repeal or extinguish all existing rights, powers and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the Bill, and to confer other rights, powers and privileges.

To alter, amend, extend, enlarge or repeal or re-enact with or without amendment, all or some of the provisions of the Broadstairs Waterworks Act 1875, and all other Acts and Orders relating to the Company or the Council.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, and showing also the lands intended to be taken compulsorily 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 Kent, at his office at Maidstone; and with the Clerk to the Parish Council of St. Peter Extra at his office.

Printed copies of the intended Act or 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, 1900.

L. A. SKINNER, Clerk to the Council,  
Council Offices, Broadstairs.

BAKER, LEES & Co., 54, Parliament-street,  
Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1901.

Swanage Gas and Water.

(Incorporation of Company for the Supply of Gas to the Parishes of Swanage, Langton Matravers, and Studland, and for the Supply of Water to the Parishes of Swanage and Langton Matravers, all in the County of Dorset; Transfer to the Company of the Undertakings authorised by the Swanage Gas and Water Order, 1883, and the Swanage Water Act, 1884; Maintenance of existing and Construction of New Gasworks; Manufacture and Sale of Gas and Residual Products; Maintenance of existing and Construction of New Waterworks in the parishes of Swanage and Studland; Lateral and Vertical Deviation; Breaking up of Roads, &c.; Compulsory Purchase of Lands for Waterworks; Purchase by Compulsion or Agreement of Additional Lands for Protection of Sources of Supply, and for General Purposes of Water Undertaking; Limits of Supply for Gas and Water; Supply of Gas and Water in Bulk; Confirmation and Sanction of Reservoir and Aqueduct Constructed without Parliamentary Powers; Capital Arrangements; Rates and Charges; 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 to incorporate a Company for the purpose of supplying gas to the parishes of Swanage, Langton Matravers, and Studland, and for supplying water to the parishes of Swanage and Langton Matravers, all in the county of Dorset, and to authorise the Company so to be incorporated (hereinafter called "the Company"), to exercise the powers, construct the works and effect the objects following, or some of them (that is to say):—

To authorise the acquisition by and transfer to the Company of the existing gasworks, gas-holders, lands and gas undertaking, and the waterworks, reservoirs, conduits, mains, pipes, lands and waterworks undertaking now belonging to the Swanage Trustees and to the devisees and beneficiaries under the Will of the late George Burt (herein referred to as "the Proprietors"), and being the undertakings established by the said George Burt during his lifetime and authorised by the Swanage Gas and Water Order, 1883 (confirmed by the Gas and Water Orders Confirmation Act, 1883), and the Swanage Water Act, 1884, upon such terms and conditions pecuniary and otherwise as may be agreed upon or may be prescribed and defined by the Bill; and the Bill will confer upon the Company and the proprietors all necessary powers for effecting such transfer and vesting, and will enable the Company to allot and appropriate, and the proprietors to accept and hold shares or stock or other securities of the Company, equivalent to their existing interests in the two several gas and water undertakings, and sanction, confirm, and give effect to any agreements made, or to be made for any of the purposes aforesaid.

To extend the limits within which the proprietors are now authorised to supply gas and water, and to authorise and empower the Company to supply gas for public and private purposes to and within the parishes of Swanage, Langton Matravers, and Studland, and to authorise and empower the Company to supply water for public and private purposes to and within the parishes of Swanage and Langton Matravers, all in the county of Dorset.

To enable the Company to acquire from the

proprietors for the purposes of the Bill and of the gas undertaking generally, lands, houses, hereditaments, and property wholly in the parish of Swanage, in the urban district of Swanage, all in the county of Dorset, and to retain and hold, or to let, sell, or exchange the following lands, houses, and property (that is to say):—

A piece of land situate in the parish of Swanage in the county of Dorset belonging or reputed to belong to the proprietors, containing 2 acres 3 roods and 5 perches or thereabouts, consisting of the northern portions of two parcels of land numbered respectively 236 and 239 on the  $\frac{1}{2500}$  Ordnance map, first edition, 1889, of the said parish of Swanage, bounded on the north by a stream of water dividing the said lands numbered 236 and 239 from other lands numbered respectively on the said Ordnance map 190 and 191, on the east by an occupation road leading from Herston to Prospect Farm and forming the western boundary of the existing gasworks of the proprietors, on the west by other lands numbered 245 on the said Ordnance map, and on the south by the remaining portions belonging or reputed to belong to the proprietors of the said two parcels of land numbered respectively 236 and 239 on the said Ordnance map.

To enable the Company on the before-described lands and also on the following lands in the said parish of Swanage (that is to say):—

A piece of land situate in the parish of Swanage, in the county of Dorset, occupied by gasworks and containing 2,300 square yards or thereabouts, bounded on the north and east by a stream of water dividing the said land from a farm called "Prospect Farm" belonging or reputed to belong to the Right Honourable the Earl of Eldon on the south-east and south by a public road called Eldon-road, and on the west by a road leading from Herston to "Prospect Farm," or on some part or parts thereof respectively, to construct and maintain, and from time to time alter, improve, enlarge, extend and renew, or discontinue, gasworks and works, machinery, apparatus and appliances for, or in relation to, the manufacture, storage, distribution, and utilisation of gas and carburine and residual products and to manufacture and store and supply gas, and to store, convert, and manufacture materials, carburine and residual products arising in the manufacture of gas and residual products and to manufacture, purchase, sell and deal in coal, coke, tar, pitch, oil, lime and other materials used in or resulting from the manufacture of gas and such residual products, and also to enable the Company to exercise in respect of the said lands, or any of them, and the manufacture and supply of the things and matters aforesaid, all or some of the powers and provisions of the Act and Order hereinbefore mentioned as altered, amended, and enlarged by the Bill.

To authorise the company to acquire, hold, and use patent rights or licences, and authorities under letters patent for the use of inventions and apparatus for, or relative to the production, manufacture, utilisation, supply, and distribution of gas and residual products.

To authorise the Company to purchase, hire, manufacture, let, sell, supply, and deal in and to fix, alter, remove, and refix gas meters, fittings, gas engines, stoves, ranges, pipes, and other apparatus, machinery, appliances, and fittings for producing, distributing, and using gas for light, heat, ventilation, motive power, cooking and other purposes, and to contract for and

execute any work for or in connection with the purposes aforesaid, and to exempt from liability to distress any article so supplied, and to empower the Company to remove the same (if let or hired) from any premises.

To authorise the Company on the one hand, and any corporation, county, district, or parish council, or other local authority, company, or public body within or without the gas limits and the water limits of the Company, on the other hand to enter into and fulfil contracts and agreements for the supply by the Company to the other contracting party of gas and water in bulk or otherwise, and all necessary apparatus therefor, and for those purposes to exercise the powers of the Gas Works Clauses Act, 1847, and the Waterworks Clauses Act, 1847, with respect to the breaking up of streets for the purpose of laying pipes and to enable such last-mentioned contracting party to expend their funds, rates, and revenues, to borrow moneys, and to levy rates and charges for the purpose.

To confer on the Company powers for and in relation to the laying down and maintaining gas and water mains, pipes, telegraphs, telephones, and apparatus in, along, across, and under streets, roads, footways, and places not dedicated to public use, and against buildings, and for the purposes of the Bill to break up, cross, alter, divert, stop up, and interfere with any footpaths over the lands which the Company may purchase, lease, or otherwise acquire compulsorily or by agreement.

To make further provisions for securing the payment of gas rates, rents, and charges, made by or owing to the Company, and for the prepayment thereof in certain cases, and to empower the Company to refuse to supply persons in debt to the Company for any supply of gas or water.

To provide for the limitation of the period at or during which errors in gas meters shall be deemed to have arisen, and as to the recovery of the allowance or overcharge to be made to or by the Company by reason of such errors.

To empower the company to enter on any new building, to examine the pipes and fittings for the supply of gas thereto, and to prohibit and require the removal of such as may for any cause be unfit, and to relieve the Company from all obligation to supply to premises the pipes and fittings of which are unfit, and to enable the Company to prescribe the material, size, and strength of such pipes and fittings.

To make provision for the representation of the Company in bankruptcy, composition, and liquidation arrangements and proceedings, the service of notices on and by the Company, and the registering and measuring of gas supplied by the Company.

To purchase and acquire by compulsion or agreement lands, houses, and hereditaments for the purposes of the waterworks hereinafter described.

To empower the Company to hold, use, alter, improve, enlarge, and maintain the existing waterworks when acquired from the proprietors, and to make and maintain the waterworks and other works hereinafter mentioned in the county of Dorset (that is to say):—

Work No. 1.—A well and pumping station wholly in the said parish of Swanage situate on land the property of the said proprietors numbered 101 in the parish of Swanage on the Ordnance Survey map, scale  $\frac{1}{25000}$ , first edition, 1889, at a point adjoining and on the eastern side of the existing boiler-house of the proprietors.

Work No. 2.—A line or lines of pipes wholly in the said parish of Swanage, and wholly

on lands belonging or reputed to belong to the proprietors, commencing at Work No. 1 as hereinbefore described, and terminating at a point distant 8.25 chains or thereabouts measured in a north-easterly direction from the said point of commencement, in a piece of land fenced off from and included within a field numbered 104 on the said Ordnance map of the parish of Swanage.

Work No. 3.—A covered service reservoir wholly in the said parish of Swanage, having a superficial area of 20,000 square feet or thereabouts, to be constructed in a piece of land belonging or reputed to belong to the proprietors, fenced off from and included within the said field numbered 104 on the said Ordnance map of the parish of Swanage, the said reservoir will be distant 8 chains or thereabouts measured in a north-easterly direction from the said boiler house hereinbefore referred to.

Work No. 4.—A line or lines of pipes in the parishes of Swanage and Studland commencing in the parish of Swanage in the said piece of land fenced off from and included within the said field numbered 104 on the said Ordnance map of the said parish of Swanage, at a point distant 8 chains or thereabouts, in a north-easterly direction from the said boiler-house hereinbefore referred to, and terminating in New House-lane in the parish of Swanage at the point of junction of that lane with the road leading to Beach-road, and with the road leading to the Swanage Cemetery and with road leading to the existing gasworks of the proprietors.

Together with all necessary and proper wells, adits, tunnels, drifts, shafts, dams, reservoirs, sluices, pumps, engines, tanks, basins, gauges, filter beds, discharge pipes, adits, shafts, aqueducts, culverts, cuts, channels, conduits, drains, mains, pipes, junctions, valves, hatch-boxes, hydrants, stand-pipes, air valves, washouts, telegraphs, telephones, apparatus, rails, buildings, houses, chimney shafts, and conveniences necessary or proper for the purposes of the water undertaking of the Company.

To authorise the Company to deviate laterally from the lines of the intended waterworks as shown on the plans thereof, to be deposited as hereinafter mentioned to such extent as may be indicated on those plans, and to deviate vertically from the levels of those works as shown upon the sections thereof to be deposited as hereinafter mentioned to such extent as the Bill may prescribe.

To empower the Company to collect, impound, divert, and appropriate, and distribute the waters that may be found upon or under any lands transferred to them, or for the time being belonging to the Company, or which they may acquire under the Bill, or over or in respect of which they may have or acquire easements or other rights and to empower the Company temporarily to discharge water into any stream.

To empower the Company to exercise, within the limits of supply, all the powers conferred by the Swanage Gas and Water Order, 1888, on the proprietors to lay down and maintain mains, pipes, culverts, and other works, and for the purposes of the Bill to cross, open, break up, or interfere with roads, streets, private streets, highways, bridges, sewers, drains, pipes, and other works within the parishes aforesaid or any of them.

To authorise the Company in addition to the lands and other property required for the waterworks and other works hereinbefore

described, to purchase and acquire by compulsion or agreement, and to hold and retain for the protection of the sources of supply and preserving the purity of the water and for the general purposes of their water undertaking, the lands (in which term houses, buildings, and other hereditaments are in this Notice included) hereinafter described or some of them (that is to say):—

- (a) Lands consisting of a portion of the field wholly in the parish of Swanage, numbered 104 on the Ordnance Survey map, scale  $\frac{1}{2500}$ , first edition, 1889, which lands are bounded on the south by the existing fence or hedge which forms the boundary between the said field and the fields numbered respectively 130, 125 and 105 on the said Ordnance Survey map, and on the north by an imaginary straight line drawn from a point in the eastern fence which divides that portion of the said field numbered 104, owned or reputed to be owned by the proprietors, from the remainder of the said field on the eastern side and at a distance of 1.5 chains or thereabouts from the junction of the said fence with the southern boundary of the said field and terminating at a point in the eastern boundary of the said field distant in a northerly direction 1.5 chains or thereabouts from the south-eastern corner of the said field. The said lands so to be acquired have a superficial area of 4.690 acres or thereabouts.
- (b) Lands consisting of the field wholly in the parish of Swanage, numbered 103 on the said Ordnance Survey map, together with the cottage, outbuildings and appurtenances erected thereon. The said lands so to be acquired have a superficial area of 0.681 acres or thereabouts.
- (c) Lands consisting of so much of the field wholly in the parish of Swanage, numbered 150 on the said Ordnance Survey map as lies on the north-west side of an imaginary straight line drawn in a southerly direction from a point in the boundary of the said field, distant 4.5 chains or thereabouts in a south-easterly direction from the north-western corner of the said field. The said lands so to be acquired have a superficial area of 1.208 acres or thereabouts.
- (d) Lands consisting of the field wholly in the parish of Studland, numbered 148 on the said Ordnance Survey map. The said lands so to be acquired have a superficial area of 4.020 acres or thereabouts.
- (e) Lands consisting of the field wholly in the parish of Swanage numbered 102 on the said Ordnance Survey map. The said lands so to be acquired have a superficial area of .604 acres or thereabouts.

To confirm and sanction the construction by the proprietors, and to authorise and empower the Company to continue and maintain as an integral part of their waterworks undertaking the following existing waterworks constructed by the proprietors without parliamentary powers, that is to say:—

A line or lines of mains wholly in the parish of Langton Matravers commencing in the public road leading from Swanage to Corfe Castle at its point of junction with the road leading from the existing gasworks of the proprietors, and terminating in a field wholly in the parish of Langton Matravers, numbered 233 on the Ordnance map, scale  $\frac{1}{2500}$ , 1887, at a point distant 1 chain or thereabouts, measured in a southerly direc-

tion from the north-eastern corner of the said field.

A reservoir or tank, wholly in the parish of Langton Matravers, constructed partly in the said field numbered 233 on the said Ordnance map and partly in a piece of land adjoining the said last mentioned field on the eastern side thereof, the said piece of land being the back garden of premises next to and situate to the west of the Wesleyan chapel and school, at a point distant 1 chain or thereabouts, measured in a southerly direction from the north-eastern corner of the said field.

To enable the Company to take, demand, and recover water rates, rents, and charges for the supply of water, and for the sale or hire of water-meters, fittings, and apparatus, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges, and to authorise the Company to supply water by meter, and to manufacture and sell meters, fittings, and apparatus, or let meters on hire.

To empower the Company to raise capital for all or any of the purposes of the Bill, and for those purposes to create and issue shares or stock with or without guaranteed or preference dividends or other rights and privileges attached thereto, and to create and issue debenture stock and to borrow on mortgage or bond or to exercise any of such powers and to enact such provisions and confer such powers as may be necessary or expedient for enabling the Company to allot and appropriate shares, stock, or debenture stock to and among the proprietors in exchange for and as equivalent to their existing holdings of or interests in the present authorised capital of the proprietors, and to enact all such incidental provisions as may be found necessary or expedient for carrying out all or any of the last mentioned objects and purposes.

To authorise the payment by the Company of interim dividends, and to provide that the auditors of the Company need not hold shares or stock on the capital of the Company. To make provisions enabling the Company to refuse to supply persons in debt for supply to other property, and to require consumers of gas or water to give notice to Company before quitting premises supplied.

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

The Bill will so far as may be deemed necessary or expedient amend, enlarge or repeal all or some of the powers and provisions of the Swanage Gas and Water Order, 1883 (confirmed by the Gas and Water Orders Confirmation Act, 1883), the Swanage Water Act, 1884, and any other Act or Order relating to George Burt, his heirs and assigns, or the proprietors.

The Bill will incorporate, with or without alteration, all or some of the provisions of the Lands Clauses Acts, the Companies Clauses Acts, the Gasworks Clauses Acts, 1847 and 1871, the Waterworks Clauses Acts, 1847 and 1863, and may provide for exempting the Company from obligation to supply water under constant pressure, except as may be defined by the Bill.

Duplicate plans and sections of the works proposed to be authorised and maintained by the Bill showing the lines and levels thereof, and the lands, houses, and other property, in or through which they will be made and maintained, and also plans of the other lands to be acquired for the purposes of the Bill, with a book of reference to such respective 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, 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 Dorset, at his office at Sherborne, and on or before the same day copies of so much of the said respective plans, sections, and books of reference as relates to each of the several areas hereinafter mentioned in or through which the intended works are proposed to be made or lands are situate, together with a copy of the said Notice as published in the London Gazette, will on or before the 30th day of November be deposited as follows (that is to say):—

In the case of the parish of Swanage with the Clerk to the Urban District Council at his office. In the case of any other parish mentioned in this Notice, where there is a Parish Council for such parish, with the Clerk of such Parish Council, at his residence, or if there be no Clerk with the Chairman of such Parish Council, at his residence, or where there is no Parish Council with the Clerk to the District Council for the district in which such parish is in this notice stated to be situate, at his office.

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, 1900.

J. R. SLADE, Swanage, Solicitor for the Bill.

WYATT and Co., 24, Abingdon Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Smethwick Corporation.

(Power to Corporation to Work Tramways when acquired by them within the Borough; Running Powers and Working Agreements; Powers to outside Local Authorities and Companies; Agreements with other Local Authorities owning Tramways; Reconstruction and Alterations of Existing Tramways; Exemption of Tramways from Section 34 of Tramways Act 1870; Use of Mechanical Power and Adaptation of Tramways for that Purpose; Bye-laws; Power to Attach Posts, &c., to houses, &c.; Tolls, Rates, and Charges; Repeal of Acts or Orders relating to Use of Motive Power; Provisional Orders for Tramways outside Borough; Power to Run Omnibuses; Supply of Electricity outside Borough and of Electrical Fittings; Provisions as to Streets, Buildings, Sewers and Drains, Street Advertising, Sanitary Matters, Public Conveniences; Provisions as to Infectious Diseases; Nuisances, Common Lodging-houses, Slaughtering of Cattle; Street Musicians; Betting in Streets; Unfenced Ground; Fire Provisions, Sky-signs; Street Noises and Cries; Advertising Vehicles and Hoards; Police, Street Traffic, and general provisions for the better government of the Borough; Penalties; Provisions as to Ambulances; Gratuities to Officers and Servants; Power to lay Gas Mains, etc., in Undedicated Streets; Bye-laws and licenses as to road locomotives and traction engines; Provision of public band, reading and refreshment rooms; as to gifts of land for charitable purposes; Finance; Borrowing of Money; Establishment of Thrift

Fund; Incorporation, Repeal and Amendment of Acts; and other matters).

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the Borough of Smethwick, in the County of Stafford (hereinafter called "The Corporation,") intend to apply to Parliament in the Session of 1901 for an Act for all or some of the following among other purposes (that is to say):—

To empower the Corporation, notwithstanding anything contained in the Tramways Act 1870, or in any Act or Order relating to any Tramways which may be hereafter acquired or constructed by the Corporation, and any other Tramways for the time being belonging to or which may hereafter be constructed or acquired by the Corporation, or over which they may have or be authorised to exercise any powers, rights, or privileges, (hereinafter referred to as the Corporation Tramways) to place and run carriages upon, and to work and use any such Tramways, or any part thereof.

To authorise the Corporation and any local authority, Company, or person owning or for the time being working any tramways or light railways for the time being connected or communicating directly or indirectly with any tramways for the time being belonging to or leased by the Corporation, or over which they have running powers, to enter into and carry into effect, agreements with respect to the use, maintenance, management, repair, and working of any tramways or light railways belonging or in lease to them respectively, or on which they respectively have power to place or run carriages, and with respect to the placing or running of carriages on any such tramways or light railways, the supply of rolling stock, plant, machinery, and mechanical and electric energy, the conveyance and interchange of traffic thereon, and the payment, collection, division and apportionment of rents, tolls, and charges arising from such tramways and traffic.

To confer upon any local authority, Company, or person for the time being owning or working any tramways directly or indirectly connected or communicating with the tramways in the borough, which or who shall have leased or agreed to lease such tramways to the Corporation, powers similar to those (or some of those) proposed to be conferred upon the Corporation with respect to the working of tramways and running carriages thereon, and the alteration and reconstruction of tramways, the alteration of gauge, the substitution of double, single, or interlacing lines for other lines, the application of electric or other mechanical power, the construction of works for the application of such power, and other matters, and for the purposes aforesaid to alter and amend the provisions of the Acts and Provisional Orders applying to the said tramways, and to make the provisions of the intended Act applicable thereto.

The tramways to which the provisions of the intended Act with respect to the Corporation Tramways will or may apply are all or any tramways which may be acquired by the Corporation authorised under any of the Acts hereinafter specified, namely:—

Name by which tramways now ordinarily known.	Special Act confirming Provisional Orders relating to the tramways.
The tramways of the Birmingham and Midland Tramways Limited.	Tramways Orders Confirmation (No. 2) Act, 1881.



and any other Act or Acts relating to the hereinbefore mentioned tramways or the Companies owning or working them respectively.

To authorise and empower the Corporation to enter into and carry into effect contracts and agreements with any local or road authority of any adjoining area, owing tramways connected with any of the said tramways or with any Companies or persons being owners or lessees of any such tramways with respect to interchange of running powers, working of tramways, or otherwise.

To empower the Corporation to take up any of the existing tramways and to reconstruct the same with a gauge of 3 feet 6 inches or such other gauge as may be prescribed by the Bill, and to make such alterations therein as may be necessary or expedient for adapting the same for working by mechanical power.

To provide that so much of Section 34 of the Tramways Act 1870 as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the Corporation tramways or on any tramways worked or run over by the Corporation or in regard to which the Corporation shall have entered into any working agreements.

To authorise and provide for the working of the Corporation tramways by animal power, or by electricity, mechanical or other motive power, or partly by one such power and partly by another such power. In the case of electricity, such power is intended to be applied by means of electric energy generated at a generating station or stations, and communicated by means of electric lines overhead or underground, or by means of electric motors carried in or attached to carriages; and in the case of any other mechanical power the power is intended to be carried with the carriages, or applied by means of locomotives or of cables, wires, or ropes placed under the surface of the streets in connection with a stationary engine or engines.

To empower the Corporation to make such alterations of the tramways or any part or parts thereof, and to execute all such works on or in connection therewith as may be deemed necessary or expedient for adapting the same to be worked by such electrical or mechanical power as aforesaid, and to lay down, construct, erect and maintain on, in, under, or over the surface of any street, road, or place within and beyond the borough, and whether any of the Corporation tramways are laid therein or not, and to attach to any house and building such posts, conductors, transformers, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings, and ways in, on, or under any such surface, and to attach to any house, bridge, or building such supports, brackets and fittings as may be necessary or convenient for the working of the Corporation tramways or supplying the same with energy or for providing access to, or in connection with any engines, machinery, or apparatus; to provide for the making and enforcement of bye-laws by the Board of Trade and the Corporation in regard to the working of tramways.

To authorise the Corporation to generate at any station or stations constructed or to be constructed by them energy for the working of the Corporation tramways, or of any tramways or light railways directly or indirectly connected or communicating therewith.

To authorise the Corporation or other the person or persons working the Corporation tramways, or any tramways the subject of any working agreement to which the Corporation is

a party, to levy tolls, rates, and charges for the use thereof, by carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, to vary any tolls, rates, and charges now authorised in respect of any such tramways, and to confer exemptions from tolls, rates, and charges.

To apply to the Corporation tramways all or some of the provisions of the Acts and Orders relating to the tramways in the borough, the carriage of persons, animals, and goods thereon, and the taking of tolls, rates, and charges.

To repeal all or some of the provisions of the Acts and Orders relating to the motive power to be employed on the Corporation tramways or the tramways directly or indirectly connected or communicating therewith.

To extend the powers conferred on the Corporation by the Tramways Act 1870 to purchase tramways within the borough by agreement and to authorise the Corporation to purchase by agreement or take upon lease any tramways outside the borough with which such tramways within the borough may form a continuous connection, or which can be worked in connection therewith.

To empower the Board of Trade to grant Provisional Orders to the Corporation for and in relation to the construction of tramways outside the borough and to make other provisions in regard thereto.

To empower the Corporation to run omnibuses in connection with the Corporation tramways or when the running of carriages thereon is impracticable.

To make such other provisions in regard to the tramways to be worked by the Corporation as may be deemed expedient, including the making and enforcing of bye-laws and regulations, the carriage of mails, arbitration, the signing and service of notices and orders, the acquisition of patent rights and licences, the application of revenue to the formation and application of reserve and other funds.

To authorise the Corporation to make and enforce bye-laws and regulations with reference to electrical fittings in buildings supplied with energy, and to supply any fittings, lamps, motors, apparatus, and other articles and things used for or in connection with the supply or consumption of electrical energy, upon such terms and conditions as the Corporation may determine, and to empower the Corporation to allow discounts upon the payment of charges for the supply of electrical energy.

To empower the Corporation to supply electrical energy to any local authority, Company, or person within any adjoining or neighbouring district or parish for the working of tramways or other purposes.

To alter the date upon which the electrical accounts of the Corporation are made up.

To make better provision with regard to streets, buildings, and sewers within the borough, and particularly in the following respects (that is to say):—The rating of new buildings; limitation of time within which the Corporation's approval of plans of streets and buildings shall operate; retention of plans and other documents deposited with the Corporation; power to vary position or direction of new streets; to make provision as to future line of streets; the erection of temporary or movable buildings and the granting of licenses for such erection, and the removal of such buildings; the sale of materials of temporary buildings; prevention and removal of projections over streets; the paving of yards and back passages; the regu-

lating and defining, the laying out, and the line and frontage of streets, and the making communications with streets; entrances to courts; requiring old drains to be laid open for examination before communicating with sewers; for preventing soil and sand being washed into streets; the elevation of buildings being subject to approval of Corporation; power to lay gas pipes in undedicated streets; prohibition of cellars liable to floods, and the ventilation of an air space about buildings, and otherwise with respect to buildings and streets; openings of streets; to empower the Corporation to dispense with the requirements of any bye-laws from time to time in force within the borough; no buildings to be erected until street defined; crossings over footways for horses and vehicles; repair and enclosure of dangerous places; as to urgent repairs to private streets; power to declare where streets begin and end; lopping of trees and shrubs overhanging streets; restrictions as to the deposit of building materials and excavations in streets; definition of new buildings; Corporation not to be liable for damage in executing works for owner; penalty on occupiers refusing execution of Act; power to charge for the removal of rubbish from privies and ash-pits; summary powers as to sinks and drains; water and stack pipes not to be used as ventilating shafts; and other provisions in relation to streets, buildings and sewers.

To make provision with respect to nuisances, the drainage of and water supply to houses and buildings, defective gutters, deposit of materials so as to cause damp to adjacent buildings, dilapidated dwelling houses, polluted wells, the flushing and ventilation of drains and closets, the inspection and laying out of drains, water closets, and other sanitary apparatus, and the discovery of nuisances, and for enforcing the proper drainage and supply of water to properties, and the construction of separate sewers and all necessary apparatus in connection therewith, and for the protection thereof, and for preventing the use of vans, tents, sheds, and similar structures for human habitation.

To enable the Corporation to appoint more than one inspector of nuisances.

To empower the Corporation to apply tests for the purpose of discovering defects in drains, to provide for the filling up or alteration of cess-pools and ash-pits, to require urinals to be attached to refreshment houses, to make provision in regard to public conveniences and lavatories, under or in streets, and in other respects to make better provision for the sanitary condition of the borough, including the imposition of penalties for failure to observe any of the obligations prescribed in the intended Act.

To make provision for the removal of urinals or closets opening on any street which are offensive to public decency; to impose penalties for the improper construction or repair of closets or drains; to require water-closets or waste water-closets to new buildings and to premises without sufficient closet accommodation; to provide for the conversion of existing closet accommodation into water-closets or waste water-closets, the Corporation paying the whole or part of the expense of such conversion; to empower the Corporation to do the necessary work in the case of owners in default, and to make bye-laws with respect to water-closets and waste water-closets, and to prescribe the description or nature, size, materials, position and level thereof, and the apparatus and mode of flushing the same, and for the better protection and preventing the misuse thereof, and for the removal and carrying away of human excreta, and household

slops and refuse, and to provide for the payment, apportionment, and recovery of the expenses.

To make better provision for the prevention or spread of infectious diseases whether within or without the borough through food supply, clothes, lending libraries, attendance at schools within the borough of persons whether residing in or outside the borough, the regulation of dairymen and the milk supply of the borough, the temporary suspension of the sale of milk and the prohibition of such sale in certain cases, power to medical officer to take samples of milk; the selling or offering for sale of milk from cows affected with tuberculosis, the selling or offering for sale of meat so affected and to constitute it an offence for which penalties will be imposed by the intended Act for any person to have in his possession for the purpose of consumption, whether of persons or animals, any milk or meat so affected, and requiring notice to be given of all animals affected with the said disease, and to empower the Corporation to give effect in any way that may appear to them expedient or as may be prescribed by the intended Act or by Parliament to the Report of the Royal Commission on Tuberculosis; dairymen to furnish list of customers, and sources of milk supply in certain cases; laundry keepers to supply lists of owners of clothes; removal of infected persons not properly isolated, and the giving of compensation to persons suffering loss from the exercise by the Corporation of any of the before mentioned powers; the notification of infectious diseases and otherwise with respect to the prevention of the spreading of infectious or contagious diseases, and to empower the Corporation to prohibit the use of houses or buildings as private hospitals for persons suffering from infectious or contagious diseases; to provide nurses, and to make bye-laws regulating infectious hospitals, and to make provision relating to fried fish shops and as to the control of the sale of ice cream and oysters.

To empower the Corporation to close the public swimming baths at any time, and to give entertainments therein, and to charge for admission thereto.

To require street musicians to depart when requested; to prohibit persons assembling in streets for betting purposes; to prevent obstructions in streets and annoyance of passengers; notice of processions to be given to Corporation; and in other respects to make further and better provisions in regard to the good order and local government of the borough.

To give to the captain or superintendent of the fire brigade or other officer the control of all operations for the putting out of fires; to stop or regulate the traffic in case of fire; to empower the police and other authorised persons to enter and break open premises supposed to be on or near to any fire.

Definition and prohibition of sky signs and restrictions and regulations as to advertising vehicles and hoardings used for advertising purposes.

To make better provision with regard to the registration, control, management, and supervision of common lodging houses, to provide for the annual registration of such lodging houses, power to cancel the registration of a common lodging house on the keeper thereof being convicted of certain offences, to empower the Corporation to refuse to register any person as a common lodging house keeper unless satisfied of his character and fitness, to require proper sanitary conveniences to be provided, penalty on unregistered persons keeping common lodging houses, and in other respects to alter and amend

the law relating to common lodging houses and the keepers thereof within the borough.

To provide for the closing of private slaughter houses compulsorily or by agreement, and the compensation to be made by the Corporation to the owners and occupiers thereof, and to make other provision in relation to the slaughtering of animals.

To make further provision in regard to the finance of the borough, to provide for the formation of schemes from time to time equating the periods within which loans raised by the Corporation shall be discharged, to provide for the charging of all or any of the lands, estates, undertakings, property, rates, and revenues of the Corporation for securing the repayment of and the payment of interest upon any money raised or to be raised by the Corporation by the issue or granting of stock, mortgages, or other securities, to suspend the payments to sinking funds, for repayment of money borrowed, pending the construction of the works for which it is borrowed, and in other respects to amend the provisions in relation to the issuing of stock and the borrowing and repayment of money by the Corporation.

To authorise the Corporation to borrow money for the execution of the works to be authorised and for other the purposes of the intended Act, and the tramway undertaking of the Corporation, and to charge the same on the borough fund and rate, the district fund and general district rate, and the undertakings, lands, estates, rates, revenue, and other property of the Corporation, or any of such securities; to extend the powers of the Corporation in regard to borrowing under the Public Health Act 1875 and to issue stock, and execute and grant and issue mortgages and other securities, and to authorise the Corporation to apply any of their Corporate funds or other moneys authorised to be raised to any of the purposes of the intended Act.

To make provision for the appointment and payment by the Corporation of additional auditors.

To authorise and provide for the establishment of a fund for the encouragement of thrift among the officers and servants of the Corporation or any class or classes thereof, and for fixing the amount of the contributions to be paid thereto by such officers and servants, and for the payments to be made to them or their representatives out of the said fund on retirement or death, and to provide that such contributions or certain of them or some portion thereof shall be compulsory, and as to such contributions to authorise the Corporation to deduct the amounts thereof from the salaries or wages of the officers and servants liable to the payment thereof, and to empower the Corporation to contribute to and to assist in the formation of the said fund and to receive deposits of moneys for the purposes thereof, and to invest such funds and deposits and to pay compound interest thereon and on the said contributions, and to charge all such moneys and interest on and to pay the same out of their funds, rates, and revenues and to provide for the appointment of a committee or committees of the said officers and servants to act with or to assist the Corporation in establishing and administering and in keeping and auditing the accounts of the said fund and to confer on the Corporation their officers and servants and the said committees all powers necessary or expedient for or in relation to any of the purposes aforesaid, and to authorise the Corporation to settle a scheme or schemes for carrying the above purposes or any of them into effect, and to empower the Corporation to pay pensions and make superannuation allowances to

their officers and servants in cases of incapacity arising from accident, disease, sickness, or otherwise.

To authorise the Corporation to provide and equip reading and refreshment rooms and other conveniences in parks, gardens, and recreation grounds, now or hereafter under their control and management, to purchase and hire lands for such purpose, and to charge for the use thereof, and to provide apparatus for games; to provide and contribute to the payment of a public band, and give entertainments and charge for admission thereto, to empower the Corporation to exclude unauthorised bands of music from such parks, gardens, and recreation grounds, and to regulate public parks, gardens, and recreation grounds, and the playing of games therein, and to appoint officers for that purpose; provisions to enable the Corporation to accept and apply gifts of land for charitable and other public purposes, and to appropriate lands for the purposes of the intended Act; to grant licences to hawkers, and to impose penalties on unlicensed hawkers.

To extend the provisions of the Towns Police Clauses Act, 1847, to offences committed in parks and recreation grounds and to streets and places not deemed to be public places; furious driving, and giving powers to constables to stop traffic at crossings and elsewhere; indecent shows; bye-laws as to shows, caravans, whirligigs, steam and other organs, whistles and horns and other similar contrivances; for preventing street noises and cries, the throwing of orange peel and salt on footpaths, roads and tramways, and for the prevention of hawking by children during certain hours.

To empower the Corporation to grant gratuities to any of their officers or servants (or to the widows or families of such officers or servants) injured, dying, or becoming incapacitated whilst in their services.

To provide for the recovery and application of penalties the laying and making of informations and complaints as to evidence of appointments and other legal proceedings.

To make provision for the authentication and services of notices and other documents and for the prosecution of offences, and for indemnity to Corporation and officers, and in other respects to amend the law in regard to summary and other proceedings under any local or general Acts in force within the borough.

To confer upon the Corporation the same powers of laying down and maintaining gas mains, pipes, and apparatus in streets and roads not dedicated to the public as they from time to time possess in respect of public streets and roads.

To empower the Corporation to make, alter, and repeal bye-laws as to the regulation and use of locomotives or traction engines on streets and roads within the borough, the hours during which locomotives or traction engines are to be used within or pass through the borough, the weight of locomotives or traction engines, the number of waggons or carriages to be attached thereto, the size and construction of the wheels of such locomotives or traction engines, waggons, or carriages, the granting of licenses annual or otherwise to persons authorising them to use locomotives or traction engines, payment of fees for licences, penalties for using locomotives or traction engines without licences, recovery from persons using locomotives or traction engines, of damages caused to roads or bridges by extra weight of such locomotives or traction engines, application of fees and fines.

To authorise the Corporation to establish and

maintain ambulance vans for use within the borough and to make charges for the use thereof.

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

And it is intended so far as may be necessary for any of the purposes of the intended Act to amend, vary, extend, or repeal the provisions or some of the provisions of the following local Acts, namely:—The Smethwick Local Board (Gas) Act 1876, the Local Government Board's Provisional Orders Confirmation (No. 3) Act 1882, the Local Government Board's Provisional Orders Confirmation (No. 9) Act 1893, so far as the same respectively relate to Smethwick, the Smethwick Electric Lighting Order 1898, and all other Acts or Orders relating to or affecting the Borough of Smethwick the hereinbefore mentioned Act relating to the Birmingham and Midland Tramways Limited, and any other Acts or Orders relating directly or indirectly to the said Company or interfering with any object of the intended Act, and the Bill will or may incorporate, with or without alteration such of the provisions as may be deemed expedient of the foregoing Acts, and of the Companies Clauses Consolidation Act 1845, the Towns Improvement Clauses Act 1847, the Town Police Clauses Act 1847, the Tramways Act 1870, the Locomotive Act 1861, the Locomotives Act 1865, the Highways and Locomotives (Amendment) Act 1878, the Locomotives on Highways Act 1896, and the Locomotives Act 1898, the Public Health Acts, the Municipal Corporations Act 1882, the Local Loans Act 1875, the Local Government Act 1888, and the Local Government Act 1894.

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, 1900.

Dated this 15th day of November, 1900.

W. SHAKESPEARE, Smethwick, Town Clerk, and Solicitor for the Bill.

R. W. COOPER and SONS, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1901.

South Metropolitan Gas.

(Power to the Company to Purchase by Agreement the portion of the Undertaking of the Gas Light and Coke Company on the Southern side of the River Thames, which is in the administrative County of London: Extension of Limits of Supply of South Metropolitan Gas Company to include the Area comprised in the said portion: Agreements between the two Companies for and in relation to such Sale: Application of Funds: Additional Capital for acquisition of said portion of Undertaking and for the general purposes of the Undertaking of the Company: Incorporation and Amendment of Acts.)

NOTICE is hereby given that the South Metropolitan Gas Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session, for leave to introduce a Bill for the following or some of the following among other purposes (that is to say):—

To empower the Company to purchase from the Gas Light and Coke Company, and to authorise and provide for the transfer to, and the vesting in, the Company that portion of the Undertaking, works, lands, hereditaments, mains, and property (real and personal) of the Gas Light and Coke Company which is situate in that part of the administrative county of London which is on the south side of the River Thames (hereinafter referred to as "the transferred Under-

taking"), and all powers, rights, privileges, and authorities of that Company so far as they relate to the transferred Undertaking, for such price or consideration, and generally upon such terms and conditions as may be agreed on between the Company and the Gas Light and Coke Company, and to confer on that Company all such powers as may be necessary or expedient for the purposes aforesaid.

To empower the Company, subject to the provisions of the Bill, to carry on the transferred Undertaking, and to extend the limits of the Company for the supply of gas so as to include the several parishes and places in the said part of the said county which constitute the gas limits of the Gas Light and Coke Company in that part of the said county, and to empower the Company within those extended limits to exercise the powers, authorities, rights, and privileges of the Company for and in relation to the manufacture, distribution, and supply of gas within their existing statutory limits, subject to such alterations and modifications as may be defined in the intended Act, and to constitute the transferred Undertaking for all purposes a part of the Undertaking of the Company, and as incident thereto to alter the rates, rents, and charges leviable by or payable to the Gas Light and Coke Company for or in relation to the supply of gas.

To provide for the appropriation and application of the price or consideration paid for the said transfer.

To empower the Company and the Gas Light and Coke Company to enter into and fulfil agreements for and in relation to such transfer and vesting, and to confirm, with or without alteration, any agreements which may have been or which, during the progress of the Bill, may be entered into touching the matters aforesaid.

To enable the Company to apply to the purposes of the Bill their existing funds, and any moneys they are still authorised to raise, and for the purchase of the southern district and works of the Gas Light and Coke Company, and for the general purposes of their Undertaking to raise additional capital by the creation and issue of new ordinary stock, and by borrowing, and by the creation and issue of debenture stock.

The Bill will extinguish all such rights and privileges as would interfere with any of its objects, and will confer other rights and privileges, and will repeal, alter, and amend, and if thought fit consolidate all such provisions as may be deemed necessary or expedient of the following local and personal Acts (that is to say): 5 Vic., Sess. 2, cap. 79; the City of London Gas Act, 1868, and the schemes of amalgamation made thereunder; the South Metropolitan Gas Light and Coke Company's Acts, 1869 and 1876; the South Metropolitan Gas Acts, 1881, 1882, 1896, 1897, and 1900; and any other Act or Acts relating directly or indirectly to the Company or their Undertaking; the Gas Light and Coke Company's Act, 1868; and any other Act or Acts relating directly or indirectly to the Gas Light and Coke Company or their Undertaking, and will incorporate with itself, in extenso, or by reference with or without alteration such of the provisions as may be deemed expedient of the Companies Clauses Acts, 1845 to 1869; the Gas Works Clauses Acts, 1847 and 1871.

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, 1900.

BLYTH, DUTTON, HARTLEY and BLYTH,  
112, Gresham House, Old Broad-street,  
E.C., Solicitors.

DYSON and Co., 9, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Blackpool Improvement.

(New Tramways and Tramroads in the Borough to form part of, and with like powers as, the existing Undertaking of the Corporation, and to be worked by them by Animal and Mechanical Power; Street Improvements; Covering further portion of Spen Dyke; Widening Promenade and Parade; Acquisition of Lands and Easements compulsorily and by Agreement; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Sale and Lease of Lands; Under-pinning; Breaking up Highways; Agreements with Lancashire and Yorkshire and London and North Western Railway Companies, and Powers to them to contribute to Improvement, and apply Funds and raise Money; To rescind an Order constituting "New-road" a Main Road; Provisions as to Private Improvement Expenses; Sales on Foreshore; Cold Air Stores; Powers to Corporation to contribute to Rifle Ranges and Camping-grounds; To license Conductors of Trams, Street Musicians, Distributors of Handbills, and Rag, Bone, and Second-hand Clothes Dealers; Street Traffic and Betting; Further Provisions with respect to Sanitary and Police Matters, the Preservation of Health and Order, and the Good Government of the Borough; Fire Insurance and Tramway Funds; Amending Sections 40, 41, and 43 of Blackpool Improvement Act, 1865, so as to provide that the Parade Rates should be made, assessed, and levied in proportion to Frontage, and recovered as Poor Rates are recovered; Levying New and Altering Existing Rates; Additional Borrowing Powers for Purposes of Bill, and to lend to School Board, the Guardians of Fylde Union, and Fylde Water Board; Form of Mortgages, Receipts for Interest, Mortgages to rank *pari passu*; Stock: Consolidation of Loans; Agreements; Bye-laws; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given that the Mayor, Aldermen, and Burgesses of the Borough of Blackpool (hereinafter referred to as "the Corporation") 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 (that is to say):—

1. To enable the Corporation wholly in the township and borough of Blackpool, to make, lay down, form, and maintain all or some of the tramways and tramroads hereinafter described, with all necessary and proper rails, plates, sleepers, channels (including in that word where used in this Notice, channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, and passing places, stables, carriage, engine, boiler, and dynamo houses, waiting rooms, sheds, buildings, motor cars, carriages, horses, harness, tramway plant, engines, dynamos, works, machinery, and conveniences connected therewith respectively. Where in the description of any of the proposed tramways and tramroads, any distance is given with reference to any street which intersects or joins the streets in which the tramway or tramroad is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The following are the tramways and tramroads:—

Tramway No. 1. 2 furlongs 7·41 chains in length or thereabouts (whereof 2 furlongs 1·41 chain will be single, and 6 chains will be double), commencing in New-road by a junction with Tramway No. 7 authorised by the Blackpool Corporation Tramways Order, 1899 (hereinafter called "the Order of 1899"), at the termination of that tramway at a point opposite the northerly end of Layton-lane, thence proceeding along New-road, and terminating in such road at the junction therewith of the highway leading to Poulton-in-the-Fylde.

Tramroad No. 1. 2 furlongs 2·85 chains in length or thereabouts (whereof 1 furlong 3·85 chains will be single and 9 chains will be double), commencing in New-road by a junction with the said Tramway No. 7 authorised by the Order of 1899, thence proceeding along certain lands respectively belonging or reputed to belong to James Ward and George Chadwick Kingsbury to St. Walburga's-road, Little Layton, and terminating in that road at a point 1·36 chain from its junction with the road leading to Grange Farm, measuring in a north-westerly direction.

Tramway No. 2. 3 furlongs 5·70 chains in length or thereabouts (whereof 2 furlongs 6·70 chains will be single and 9 chains will be double), commencing in St. Walburga's-road by a junction with Tramroad No. 1 at its termination, thence proceeding along St. Walburga's road to and terminating at the junction of that road with Dickinson-road.

Tramway No. 3. 3 furlongs 5·40 chains in length or thereabouts (whereof 2 furlongs 6·40 chains will be single and 9 chains will be double), commencing in Church-street by a junction with Tramway No. 13, authorised by the Order of 1899, at a point 1·40 chain from the junction of Alfred-street with Church-street, measuring in an easterly direction, thence proceeding along Counce-street, and terminating in the last-named street at its easterly end.

Tramroad No. 2. 2 furlongs 9·50 chains in length or thereabouts (whereof 2 furlongs 0·50 chain will be single and 9 chains will be double), commencing in Counce-street by a junction with the termination of Tramway No. 3, thence proceeding in a north-easterly and easterly direction along lands respectively belonging or reputed to belong to John Fenton and Robert Fenton, John Coulston and James Cardwell, the School Board for the borough of Blackpool, and Lady Madeline Diana Elizabeth Drummond and Marmaduke Witty, to Layton-lane, and terminating in that lane at a point 0·20 chain measured in a north-easterly direction from the south-easterly corner of the palisade wall of Carlton House in Layton-lane.

Tramway No. 4. 2 furlongs 7·75 chains in length or thereabouts (whereof 2 furlongs 1·75 chain will be single and 6 chains will be double), commencing in Layton-lane by a junction with Tramroad No. 2 at its termination, thence proceeding along Layton-lane to and terminating in New-road by a junction with the said Tramway No. 7, authorised by the Order of 1899, at a point 1·60 chain from its termination measuring in a westerly direction.

Tramway No. 5. 7 furlongs 3·50 chains in length or thereabouts (whereof 5 furlongs

2.50 chains will be single and 2 furlongs 1 chain will be double), commencing in Raikes-road by a junction with Tramway No. 14, authorised by the Order of 1899, at a point 1.10 chain from its termination, thence proceeding along Dickinson-road and terminating at the junction of that road with St. Walburga's-road by a junction with Tramway No. 2 at its termination.

**Tramway No. 6.** 1 furlong 1.23 chain in length or thereabouts (whereof 5.23 chains will be single and 6 chains will be double), commencing in Raikes-road by a junction with Tramway No. 5 at its commencement, thence proceeding along Devonshire-road and terminating in that road at the junction therewith of Granville-road.

**Tramroad No. 3.** 2 furlongs 8.80 chains in length or thereabouts (whereof 2 furlongs 2.80 chains will be single and 6 chains will be double), commencing in Devonshire-road by a junction with Tramway No. 6 at its termination, thence proceeding in a northerly direction along lands respectively belonging or reputed to belong to John Coulston and James Cardwell, John Fenton and Robert Fenton, the School Board for the Borough of Blackpool, and the Corporation, and terminating in New-road by a junction with the said Tramway No. 7 authorised by the Order of 1899, at a point opposite the centre of the entrance gates to the Infectious Diseases Hospital grounds.

**Tramroad No. 4.** A single line 1 chain in length or thereabouts, commencing in New-road by a junction with Tramroad No. 3, at a point 1.15 chains from its termination, and terminating in New-road by a junction with the said Tramway No. 7, authorised by the Order of 1899 at a point 1.27 chain or thereabouts, from the centre of the entrance gates of the Infectious Diseases Hospital grounds, measuring in a north-easterly direction.

**Tramway No. 7.** 9.82 chains in length or thereabouts (whereof 3.82 chains will be single and 6 chains will be double), commencing in Talbot-square by a junction with Tramway No. 9, authorised by the Order of 1899, at a point 1 chain from its termination, thence proceeding along Talbot-square and Clifton-street, and terminating in Abingdon-street by a junction with Tramway No. 12, authorised by the Order of 1899, at a point 0.35 chain or thereabouts, from the junction of that street with Clifton-street, measuring in a south-easterly direction.

**Tramroad No. 5.** A double line 5.20 chains in length or thereabouts, commencing in Raikes-road by a junction with Tramway No. 14, authorised by the Order of 1899, at a point opposite the southerly end of Oxford-road, thence proceeding in a south-easterly direction along lands belonging to the Corporation, and proposed to be laid out as a street, and terminating in White-gate-drive by a junction with Tramway No. 15, authorised by the Order of 1899 at a point 3.45 chains from its commencement.

**Tramway No. 8.** A double line 1 furlong 1.19 chain in length or thereabouts, commencing in Lytham-road by a junction with Tramway No. 11, authorised by the Blackpool Corporation Tramways Order, 1893, at a point opposite the easterly end of the northerly side of Station-road, thence proceeding in a southerly direction along

Lytham-road, and terminating therein at a point 0.43 chain north of the south gable end of the house numbered 283 in Lytham-road.

**Tramway No. 9.** A double line 1 mile 7.94 chains in length or thereabouts, commencing in Lytham-road by a junction with Tramway No. 8, thence proceeding along Lytham-road to the southerly boundary of the Borough of Blackpool.

**Tramway No. 10.** 1 mile 2 furlongs 8.20 chains in length or thereabouts (whereof 1 mile 1 furlong 3.20 chains will be single, and 1 furlong 5 chains will be double), commencing in Central-drive by a junction with Tramway No. 24 authorised by the Order of 1899 at its termination, thence proceeding along Central Drive, across Waterloo-road (formerly called Cow Gap-lane), and along Middle-lane, and terminating in that lane at the southern boundary of the said borough.

**Tramway No. 11.** A single line 1.50 chain in length or thereabouts, commencing in Middle-lane by a junction with Tramway No. 10 at a point 2 chains from its commencement, thence proceeding along Middle-lane and Waterloo-road, and terminating in Waterloo-road by a junction with Tramway No. 16 authorised by the Order of 1899, at a point 0.80 chain east of Middle-lane.

**Tramway No. 12.** A single line 1.60 chain in length or thereabouts, commencing in Middle-lane by a junction with Tramway No. 10 at a point 2 chains from its commencement, thence proceeding along Middle-lane and Waterloo-road, and terminating in Waterloo-road by a junction with Tramway No. 16 authorised by the Order of 1899, at a point 0.90 chain west of Middle-lane.

The several tramways and tramroads will consist of rails of the gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

It is proposed to lay the tramways and tramroads 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 either side of the road and the nearest rail of the tramway or tramroad in the case of the following tramways and tramroads, and between the points hereinafter mentioned with respect to each of them, namely:—

**Tramway No. 1.** In New-road (a) between points 1 chain north and 4 chains north of the westerly end of St. Walburga's-road (b) between the termination of Tramway No. 1 and 3 chains south of such termination.

**Tramway No. 3.** In Counce-street (a) between points 0.30 chain east and 3.30 chains east of the southerly end of King-street (b) between points 1.50 chain east and 1.50 chain west of the centre of Buchanan-street (c) between the termination of Tramway No. 3 and 3 chains west of such termination.

**Tramroad No. 2.** (a) between points 0.50 chain west and 3.50 chains west of its termination (b) between points 1 furlong 0.50 chain west and 1 furlong 3.50 chains west of its termination (c) between points two furlongs west and 2 furlongs 3 chains west of its termination.

**Tramway No. 5.** In Dickinson-road (a) between points 1 furlong east and 1 furlong 3 chains east of its commencement (b) be-



tween points 1 furlong 7.50 chains east and 2 furlongs 0.50 chain east of its commencement (c) between points 1.50 chain west and 1.50 chain east of Layton-lane (d) between points 1 furlong east and 1 furlong 3 chains east of Layton-lane (e) between points 2 furlongs 3 chains east and 2 furlongs 6 chains east of Layton-lane (f) between points 1 furlong 2 chains west and 1 furlong 5 chains west of its termination (g) between points 1 chain west and 4 chains west of its termination.

Tramway No. 6. In Devonshire-road (a) between points 1.50 chain north and 4.50 chains north of its commencement (b) between points 0.80 chain south and 3.80 chains south of its termination.

Tramroad No. 3. (a) between points 1.06 chain north and 4.06 chains north of its commencement (b) between points 0.20 chain south and 3.20 chains south of the south-easterly corner of the boundary wall of the Infectious Diseases Hospital grounds.

Tramway No. 7. In Clifton-street (a) between points 0.60 chain east and 3.60 chains east of its commencement (b) between points 1 chain west and 4 chains west of its termination.

Tramway No. 10. In Middle-lane (a) between points 2 furlongs south and 2 furlongs 3 chains south of its commencement (b) between points 3.50 chains south and 6.50 chains south of Watsons-lane (c) between points 1 furlong 2 chains north and 9 chains north of Harrow-side-lane (d) between points 8 chains south and 11 chains south of Harrow-side-lane (e) between points 3 chains north of and at its termination.

The Bill will or may provide that the tramways mentioned in the first column of the following table shall not be constructed unless and until the carriage-way of the streets or roads mentioned in the second column thereof are so widened that a space of not less than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, except in such cases as are hereinbefore in this paragraph referred to

Tramways.	Street or Road.
Tramway No. 1	New-road.
Tramway No. 2	St. Walburga's-road.
Tramway No. 4	Layton-lane.
Tramway No. 8	Lytham-road.

The motive power to be used on the intended tramways and tramroads is animal and mechanical (including electrical) power, and it is intended to apply for power to use the said motive power on all or some of the tramways and tramroads for the time being belonging to the Corporation.

2. To authorise the Corporation, for the purpose of constructing any tramway in any street, to take up and remove and dispose of or utilise the materials of any tramway in such street, and to reconstruct any tramway, and to substitute double for single or single for double lines, and interlacing lines for either, and to abandon any portion of any tramway, whether constructed or authorised, which may be rendered unnecessary by the construction of any tramway to be authorised by the intended Act.

3. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the said tramways and tramroads, or any of them, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, generating stations, depôts, waiting rooms, buildings, sheds, sanitary depôts, and works of the Corporation.

4. To empower the Corporation from time to time, when by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare in which any tramway or tramroad, channel, or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway or tramroad, and to make and lay down in the street so altered, or temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or tramroad or substituted tramways or tramroads, or channels or electric lines.

5. To confer on and reserve to the Corporation and their lessees the exclusive right of using on any tramways or tramroads to be constructed or maintained under the powers of the intended Act, carriages drawn or propelled by any motive power before mentioned, or having wheels adapted to run on or in an edged, grooved, or other rail on such tramways or tramroads.

6. To provide for the repair by the Corporation, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any tramway, tramroads, channel, or electric line may for the time being be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the said tramways, tramroads, channels or electric lines.

7. To authorise the Corporation or their lessees, or other the person or persons working the said tramways and tramroads, to levy tolls, rates, and charges for the use of the said tramways and tramroads by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

8. To authorise the Corporation, and any corporation, person, company, or body, to enter into and fulfil contracts and agreements for and in relation to the working, lease, sale, and purchase of the whole or any part of the said tramways and tramroads in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Bill may define, or as Parliament may prescribe.

9. To empower the Corporation to place or run carriages and trucks on, and to work and to demand and take tolls and charges in respect of, the said and any tramways or tramroads for the time being belonging to them, and to provide such depôts, generating stations, stables, car sheds, engine houses, and other buildings, carriages, trucks, motor cars, accumulators, dynamos, harness, engines, machinery, apparatus, horses, steam, cable, electric, and other plant, appliances, and conveniences, and to construct and place in, on, and under streets all such works, poles, posts, brackets, wires, and appliances as may be requisite or expedient for the convenient working or user of the said tramways and tramroads by any motive power before mentioned,

and to sell, exchange, or dispose of such of the before-mentioned buildings, articles, and things as from time to time may no longer be required.

10. To enable the Corporation, for any of the purposes of the said or any tramways and tramroads for the time being belonging to them, to purchase or otherwise acquire, and to take on lease lands and hereditaments and easements thereover, and to use any lands now belonging to them, and to erect offices, buildings, waiting rooms, stables, sheds, carriage engine boiler and dynamo houses, and other conveniences thereon.

11. To empower the Corporation to make regulations and bye-laws for all or any of the purposes mentioned in Section 46 of the Tramways Act, 1870, and in Section 19 of the Blackpool Corporation Tramways Order, 1884, respectively, and to extend all or any of such bye-laws to the said or any tramways and tramroads for the time being belonging to them.

12. To constitute the said tramways or tramroads and works for all purposes (subject to the provisions of the intended Act) part of the tramway undertaking of the Corporation.

13. To make applicable to and in relation to the intended tramways and tramroads the provisions of Section 18 of the Tramways Act, 1870.

14. To empower the Corporation to make and maintain all or some of the following street works (that is to say) :—

(a.) The widening and straightening of the bridge carrying Lytham-road over the joint line of the Lancashire and Yorkshire and London and North Western Railway Companies and the approaches thereto, commencing at a point 2.85 chains from the centre of Station-road at its easterly end, and terminating at a point 1.80 chain north of the south gable end of the house numbered 283 in Lytham-road.

(b.) The widening and improvement of New-road on the southerly side thereof from Seed-street to the easterly end of Acton-place, and on both sides thereof from Layton-lane to the boundary of the existing borough.

(c.) The widening and improvement of Church-street and Raikes-hill on the southerly side thereof respectively from Leopold-grove to Park-road.

(d.) The widening and improvement of the junction of Talbot-road (southerly side) and Abingdon-street (westerly side).

(e.) The widening and improvement of the junction of Clifton-street (southerly side), and Abingdon-street (westerly side).

(f.) The widening and improvement of the junction of Abingdon-street (westerly side) and Church-street (northerly side).

(g.) The widening and improvement of Chapel-street on the southerly side thereof from Coop-street to the railway from Blackpool to Lytham.

(h.) The widening and improvement of Raikes-road on the northerly side thereof from Elizabeth-street to Durham-road, and of Elizabeth-street on the easterly side thereof, for a distance of 45 yards measuring from the centre of Raikes-road.

(i.) The widening and improvement of Bloomfield-road on the north-easterly side thereof from the south-easterly end to the most northerly angle thereof.

(j.) The widening and improvement of St. Walburga's-road on the south-westerly side thereof from Dickinson-road, to the northerly side of the workshop adjoining the northerly side of the house numbered

17 on the westerly side of St. Walburga's-road.

(k.) The widening and improvement of Layton-lane on both sides thereof from its northerly end to Carlton-house in Layton-lane.

The said street works will be wholly within the township or parish and borough of Blackpool.

15. To empower the Corporation, for the purposes of and in connection with the widening and improvement of Bloomfield-road, to improve, cover over, and convert into a culvert the stream flowing along the north-easterly side of the said road and known as Spen Dyke, from the point where the same is crossed by Waterloo-road aforesaid to the point where the same is crossed by a bridge 39 yards from the most northerly angle of Bloomfield-road.

16. To empower the Corporation to divert a portion of the said Spen Dyke, such diversion to commence at the said point where it is crossed by the last-mentioned bridge, and to terminate at the point at which it enters an existing culvert of the Corporation in Rigby-road.

17. To empower the Corporation to construct and maintain the following work (that is to say) :—

A widening of the Promenade, or Parade, authorised by the Blackpool Improvement Act, 1899, with sea wall hulking and embankment on the westerly side thereof, such widening to commence at a point about 36 yards north and terminate at a point about 36 yards south of the centre line of the pier known as the Victoria Pier, and the Corporation will or may seek power to construct the said work by carrying the sea wall hulking and embankment seaward underneath the pier for a distance of about 14 yards and on each side of such centre line for a distance of about 40 yards.

18. To authorise the Corporation, in connection with the said proposed tramways, tramroads, and works to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, groins, girders, cantilevers, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

19. To authorise the Corporation to deviate in the construction of the said works, both vertically and laterally, to the extent shown on the deposited plans and sections, or to be defined by the Bill or prescribed by Parliament.

20. To enable the Corporation, for all or any of the purposes of their existing Acts and Orders and of the Bill, to appropriate and use any lands for the time being belonging to them, and to purchase or otherwise acquire compulsorily or by agreement lands, including in that expression where used in this Notice lands, houses, buildings, easements, and other property.

21. To exempt the Corporation from the provisions of the 92nd section of the Lands Clauses Consolidation Act, 1845, in respect of all or some of the lands to be acquired by the Corporation under the powers of the Bill, and to vary and extinguish all rights and privileges connected with such lands.

22. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure by the said intended street and other works, and which houses and buildings may not be required to be taken for the purposes thereof.

23. To extend the existing powers of the Corporation as to the holding, sale, lease, exchange, and disposal of surplus lands for the time being belonging to them.

24. To empower the Corporation to make in any streets, roads, footways, and thoroughfares all such alterations of levels and width of roadway and footway as may be expedient for or in connection with the construction of the said tramways, tramroads, and works, and for making convenient accesses from, or junctions with, the proposed street works, and to stop up, alter, divert, and interfere with, either permanently or temporarily (and if permanently, to appropriate the site and soil of, and to extinguish all rights of way over), and to cross over, under, or upon all such streets, highways, bridges, thoroughfares, railways, tramways, rivers, streams, brooks, watercourses, sewers, drains, gas, water, and other pipes, and telegraphic, telephonic, and electric apparatus as it may be necessary or convenient to stop up, alter, divert, interfere with, or cross for any of the purposes of the Bill.

25. To authorise the Corporation on the one hand, and the Lancashire and Yorkshire and London and North Western Railway Companies on the other hand, to enter into and carry into effect agreements for and in relation to the widening of the bridge which carries Lytham-road over the railway of the said Companies and the approaches to that bridge, and to empower those Companies to apply to and for the purposes aforesaid their respective funds and revenues, and any moneys they are respectively authorised to borrow, and which are not required for the purposes for which they were authorised to be borrowed, and to borrow additional moneys by the creation and issue of additional shares or stock.

26. To rescind any Order whereby New-road in the said Borough was declared or constituted a main road, and to place the Lancashire County Council and the Corporation with respect to such road in the same position as if no such Order had been made, and the said road had not become a main road.

27. To amend the existing and make further and other provisions as to the repair of streets not repairable by the inhabitants at large, and as to street and private improvement expenses, and charges for supervision of the works, and to repeal Section 82 of the Blackpool Improvement Act, 1879, and to enable the Corporation and any company or person to enter into and fulfil agreements for the apportionment of any such expenses.

28. To alter the provisions as to the publication of Burgess lists, and to provide that the Ward lists need only be published in their respective wards.

29. To empower the Corporation to prohibit the sale of any article or thing on all or any part or parts of the foreshore within the Borough.

30. To authorise the Corporation to erect, provide, maintain, let, lease, and charge for the use of cold-air stores and refrigerators,

31. To enable the Corporation to contribute to the provision, cost, and expenses of rifle ranges and camping grounds.

32. To empower the Corporation to license conductors of trams, also persons carrying or distributing advertisements and handbills, rag and bone dealers, street musicians, street hawkers, and second-hand clothes dealers, and to prohibit persons not so licensed from exercising any such callings in the Borough.

33. To confer further powers on the police for the regulation of traffic in the Borough.

34. To constitute bookmaking and the receiving, paying, or settling of bets and wagers, and betting in public places offences within the meaning of Section 28 of the Town Police Clauses Act, 1847.

35. To make further and better provision with respect to the following matters (that is to say):—The drainage of buildings; the position, form, dimensions material, level, and structures of drains, soil pipes, waste pipes, and traps, and the stamping thereof by way of approval by the Corporation; wash-houses attached to or used in connection with dwelling-houses; privies; cesspools; the provision of proper receptacles for house refuse, their situation and hours of exposure for collection; dimensions of rooms for human habitation; lavatories and sanitary conveniences under public streets; wooden structures and temporary buildings; definition of "new building;" prohibiting erection of buildings or the excavation of foundations therefor in new streets until they are defined, formed, sewered, drained, and ballasted; footpaths to new streets; penalty on persons executing works contrary to enactments or bye-laws; compulsory entry on and inspection of premises by persons appointed for that purpose by the Corporation, and penalties on persons obstructing or assaulting them; additional inspectors of nuisances; further powers to inspectors and medical officers of health to examine carcases and viscera of slaughtered animals and boxes containing provisions, and to stamp by way of approval meat intended for the food of man; conversion of privies into water-closets; milk supply; notification of disease by dairymen; compulsory lists by dairymen of sources of milk supply and of customers, and by washerwomen and laundry keepers of their respective customers; sterilised milk; infection of books from public libraries; sending, depositing, and selling of unsound and diseased food; prohibition of infected persons engaging in business; compulsory notification of phthisis; provision by builders and contractors of sanitary conveniences for workmen; regulations and licences for advertising sites; hoardings; travelling shops in highways and streets, and sale of articles therefrom; touting; the distribution of handbills; the registration and licensing of common lodging houses; and such other matters as may be for the improvement and good government of the Borough, the preservation of the health of the inhabitants, and the prevention of nuisances and the spread of infectious disease.

36. To empower the Corporation to establish and maintain a fire insurance fund and a workmen's compensation insurance fund and a reserve fund for their tramway undertaking, to meet extraordinary claims in respect thereof.

37. To alter the time for making up accounts of and relating to electric lighting.

38. To empower the Corporation to appoint, remove, and pay collectors of, and to collect all or any rates leviable by the Corporation, or by the overseers of any township or parish in the said Borough, and of officers to assist the overseers, and to pay their salaries and expenses out of the poor and other rates in such proportion as the Corporation may determine.

39. To amend Section 40 (part of Parade expenditure to be raised by Parade Rates) and to repeal Section 41 (Parade Rates) and Section 43 (Provisions as to Rates) of the Blackpool Improvement Act, 1865, and provide that the Parade Rates therein referred to shall be made

levied, and assessed at a fixed amount in proportion to the frontage measurement of the premises assessed, and to empower the Corporation to recover such rates in the same manner and with the same incidents as the rates for the relief of the poor are recoverable, or in such other manner as the Bill may define instead of as special district rates.

40. To enable the Corporation for or in relation to all or any of the purposes of the Bill, and also for or in relation to the purposes of any undertaking of and any Acts and Orders relating to the Corporation or the Borough, and for or in relation to the purposes of their parade works and north shore works and their markets, town hall, and municipal and police buildings, stations, and offices, to apply their tolls, rates, funds, and revenues, and any moneys which they are already authorised to borrow, and to make, assess, levy, and recover new and additional rates, and for all or any of the purposes of the Bill, and for lending to the Blackpool School Board and to the Guardians of the Poor of the Fylde Union, the Fylde Water Board, or other local body, to borrow further moneys by mortgage, stock (of one or more classes, and at the same or at varying rates of interest) or annuities and by bills, and to charge those moneys, and all or any of the money already borrowed by the Corporation on any particular security, upon all or any one or more of the following securities (that is to say):—The Borough Fund, Borough Rate, District Fund, and General District Rate, lands, tenements, hereditaments, gas, markets, tramways, electric light, and other undertakings and property, and the rates, rents, tolls, and revenues of the Corporation, whether as a municipal corporation, burial board, or urban district council, and to make provision with respect to the repayment of any moneys owing by the Corporation, to suspend payments to the sinking funds for the electric lighting and tramway undertakings, and to alter existing provisions for and in relation to the repayment of moneys already borrowed, and the investment and application of sinking funds and loan redemption funds, and to authorise the Corporation to use those funds in lieu of borrowing.

41. To provide a general form of mortgage for all loans of the Corporation, and that all mortgages of the Corporation for the time being subsisting shall rank *pari passu*.

42. To empower any one of the registered joint owners holding any security of the Corporation to give receipts for the interest thereon.

43. To amend the powers of the Corporation for the creation and issue of stock, and the provisions relating thereto, and to make the amended provisions applicable to all or any stock already issued, and to consolidate or provide for the consolidation of all or any mortgages, stocks, or loans of the Corporation.

44. To empower the Corporation, and any local authority, public body, or company for and in relation to any object or purpose of the Bill, to enter into and fulfil agreements and contracts, and to confirm any such as already have been, or during the progress of the Bill may be entered into, and to expend their funds and rates and borrow moneys necessary therefor.

45. To empower the Corporation to make and enforce bye-laws and regulations for all or any purposes of the Bill for or in relation to which bye-laws may be applicable.

46. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with, under, and subject to the powers and provisions of the Acts hereinbefore mentioned, the

Public Health Acts, the Municipal Corporations Acts, the Local Government Acts, the Burial Acts, the Local Loans Acts, the Lands Clauses Acts, the Tramways Act, 1870; the Locomotives Acts, 1861 and 1865; the Light Railways Act, 1896; the Gasworks Clauses Acts, 1847 and 1871; the Waterworks Clauses Acts, 1847 and 1863; the Police Clauses Acts, 1847 and 1893; the Public Acts adopted by the Corporation; and other Acts (public and local) affecting municipal corporations, burial boards, and urban district councils, with such modifications as may be contained in the Bill.

47. The Bill will, so far as may be deemed necessary or expedient, vary, amend, and extend, or repeal, alter, and consolidate the provisions of, among other Acts and Orders, the following (that is to say):—The Blackpool Improvement Acts, passed in the years 1853, 1865, 1879, 1893, 1896, 1898, and 1899, and any Provisional Orders altering and amending the same, the Local Government Act, 1868 (No. 6), and the Layton-with-Warbreck Provisional Order thereby confirmed, the Blackpool Electric Lighting Order, 1890, the Blackpool Orders, 1888, 1890, and 1891, the Blackpool Corporation Tramways Orders made by the Board of Trade in the years 1884, 1893, 1896, 1897, and 1899, the Blackpool (South Shore) Pier Order, 1891, and the several Acts confirming those Orders so far as they relate thereto, the Blackpool, St. Anne's, and Lytham Tramways Acts passed in the years 1893, 1896, and 1900, the Acts 6 and 7 Will. IV, cap. III, and 9 and 10 Vic., cap. 204, relating respectively to the Lancashire and Yorkshire and London and North Western Railway Companies, and any other Acts or Orders (including Orders made by any public department) relating directly or indirectly to the Corporation or the borough or to the Blackpool (South Shore) Pier and Pavilion Company, Limited, or to the Blackpool, St. Anne's, and Lytham Tramways Company, Limited, or to the said railway companies respectively or interfering with any objects of the Bill, and the Bill will or may incorporate with itself in extenso or by reference, and with or without alteration, such of the provisions as may be deemed expedient of the hereinbefore-mentioned Acts and Orders; and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

Duplicate plans and sections describing the lines, situation, and levels of the proposed tramways, tramroads, and works, and the lands in or through which they will be made, together with a book of reference to the 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 tramroads 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 with the Clerk of the Peace for the County of Lancaster, at his office, at Preston, and with the Town Clerk of Blackpool, at the Town Hall of Blackpool.

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 19th day of November, 1900.

T. LOFTOS, Town Clerk, Blackpool.

DYSON and Co., 9, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Barrow-in-Furness Corporation.

(Additional Waterworks; Taking of Water from River Duddon, Tarn Head, Seathwaite Tarn, Tarn Beck, and other Streams; Widening of Streets and New Streets; Stopping up of Streets; Compulsory Purchase of Lands and Taking of Easements; Commons; Taking Part only of Lands; Laying Out of Lands for Building Purposes; Special Provisions for Determining Purchase Money and Compensation; Provision for Securing Purity of Waters at Source of Supply; Milk Provisions; Overhead Wires; Lighting of Private Streets and Courts; Markets and Slaughterhouses; Borrowing of Money and Financial Provisions; Superannuation; Water Rents; Laying Down of Gas and Water Mains; Private Street Works; Amendment and Incorporation of Acts.)

**N**OTICE 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 Barrow-in-Furness (hereinafter called "the Corporation") for an Act for all or some of the following amongst other purposes (that is to say):—

To authorise the Corporation to make and maintain the waterworks and other works and conveniences following or some of them (that is to say):—

Work No. 1.—A reservoir (to be called Seathwaite Tarn), wholly situate in the township of Dunnerdale-with-Seathwaite, to be formed by means of a dam 19·7 chains in length, crossing Tarn Beck at or near the point where Seathwaite Tarn discharges into Tarn Beck, and such reservoir will extend from the said dam in a north-easterly direction to a point on the stream known as Tarn Head, 48·33 chains or thereabouts from the point at which the said dam crosses Tarn Beck, and such reservoir will include the site of the present Seathwaite Tarn.

Work No. 2.—A discharge pipe, wholly situate in the township of Dunnerdale-with-Seathwaite, commencing in Seathwaite Tarn near its discharge into Tarn Beck, and terminating in Tarn Beck at a point 6·5 chains or thereabouts from the point of commencement of such discharge pipe.

Work No. 3.—A weir or overfall across the River Duddon at a point on that river 20 feet or thereabouts south-west of the northern corner of a field known as Langelt Holm, and numbered 197 on the  $\frac{1}{2500}$  Ordnance map for the township of Dunnerdale-with-Seathwaite, which intended work will commence in the township of Dunnerdale-with-Seathwaite, in the county of Lancaster, and terminate in the township of Ulpha, in the county of Cumberland.

Work No. 4.—A settling pond, wholly situate in the said township of Dunnerdale-with-Seathwaite, in the last-mentioned field, at or near the northern corner of the said field.

Work No. 5.—A conduit or line of pipes, commencing in the township of Dunnerdale-with-Seathwaite at the settling pond hereinbefore mentioned at or near the southern end thereof, and terminating in the parish and borough of Barrow-in-Furness in the intended service reservoir hereinafter mentioned at or near the south-western corner, and which intended conduit

will pass in, through, or into the townships of Dunnerdale-with-Seathwaite and West Broughton, parish of Angerton, townships of Kirkby Ireleth, and Dalton, and parish of Barrow-in-Furness, all in the county of Lancaster, and township of Ulpha and the rural parish of Millom, in the county of Cumberland.

Work No. 6.—A service reservoir, wholly situate in the parish and borough of Barrow-in-Furness, in a field situate on the south of the existing service reservoir of the Corporation, and bounded on the north and on the west by Cocken-lane.

Together with all such cuts, channels, catchwaters, aqueducts, culverts, tunnels, adits, drains, junctions, sluices, bywashes, weirs, gauges, wells, tanks, filter-beds, filters, embankments, dams, retaining walls, bridges, roads, approaches, telegraphic and telephonic apparatus, engines, pumps, machinery, buildings, and appliances necessary or convenient in connection with the before-mentioned works or any of them, or necessary or convenient for inspecting, maintaining, repairing, cleansing, managing, working, and using the same, or required for any of the purposes of the water undertaking of the Corporation.

To empower the Corporation to divert, collect, impound, take, use, and appropriate for the purposes of the intended Act or other the purposes of their water undertaking, all such streams, springs, and waters as can or may be intercepted or taken by the intended works, or as may be found on, in, or under any of the lands for the time being belonging to or which may be acquired by the Corporation or over or in respect of which they have or may acquire easements, and especially the River Duddon, Tarn Head, Seathwaite Tarn, Tarn Beck, and all tributaries and streams flowing into the River Duddon above the intended weir, all of which waters now flow either directly or indirectly into the River Duddon, and the estuary of that river.

To make provision with reference to the quantity or amount of compensation (in water or otherwise) to be given by the Corporation in respect of the proposed taking, impounding, or diverting of water, and with reference to the time and manner of the delivery of any compensation water.

To constitute the waterworks and other works and things proposed to be authorised by the intended Act, part of the water undertaking of the Corporation, and to extend and apply all or some of the enactments now in force in relation to the existing waterworks of the Corporation, with such modifications as may be indicated in the intended Act, to the waterworks and other works so proposed to be authorised.

To empower the Corporation to make and maintain the following street works, all in the borough and parish of Barrow-in-Furness, in the county of Lancaster, together with all necessary approaches, junctions, sewers, drains, culverts, conveniences, and works in connection with the street works, or any of them:—

Street Work No. 1.—A widening of Duke-street on the north-east side, commencing at the junction of Duke-street and Forshaw-street and terminating at the junction of Duke-street and Dalton-road.

Street Work No. 2.—A widening of Forshaw-street, commencing at its junction with Duke-street and terminating at its junction with Paxton-terrace.

Street Work No. 3.—A new street, com-

mencing at the junction of Forshaw-street and Paxton-terrace and terminating at the southern end of Back Dalton-road at a point 27 yards or thereabouts measured in a southerly direction from the south-west corner of the Bull Hotel.

Street Work No. 4.—A new street, commencing at the junction of John-street and Paxton-street and terminating in Duke-street at a point opposite or nearly opposite to the centre line of Market-street.

Street Work No. 5.—A widening of Church-street on the south-west side, commencing at its junction with Dalton-road and terminating in Church-street at its junction with Higher Grade-street.

Street Work No. 6.—A widening of Higher Grade-street, on the north-west side, commencing at its junction with Church-street and terminating at its junction with Roper-street.

To empower the Corporation to deviate laterally from the lines, and vertically from the levels of the intended 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 intended Act.

To authorise the Corporation within the townships and parishes aforesaid, and for the purposes of the intended Act, to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over highways, streets (whether

dedicated to the public use or not), roads, rivers, streams, canals, paths, railways, and tramways, and to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footways, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, watercourses, culverts, pipes, and telegraph posts, wires, and pipes within the townships and parishes aforesaid, and to appropriate the soil and surface of any highways, roads, or footpaths stopped up or disused.

To empower the Corporation, for the purposes of the proposed works and for providing space for the erection of buildings near the proposed street works and for other the purposes of the intended Act, to purchase or acquire by compulsion or agreement, or to take on lease and hold any lands, houses, or buildings in the townships and parishes aforesaid, and to acquire by compulsion or agreement rights or easements in, under, over, or connected with any lands, houses, or buildings in the townships and parishes aforesaid, and to empower the Corporation to appropriate to all or any of the purposes of the intended Act any lauds for the time being vested in them.

It is proposed by the intended Act to take for and in connection with the intended waterworks certain lands being or reputed to be common or commonable lands, of which the following are particulars and the estimated quantity proposed to be taken, namely:—

Name by which the lands are known.	Township, Parish, and County in which the lands are situate.	Quantity within limits of deviation and estimated quantity to be taken.
Seathwaite Tarn and Seathwaite Fell.	Township of Dunnerdale-with-Seathwaite, county of Lancaster.	Quantity within limits of deviation, 93 acres. Estimated quantity to be taken, 75 acres.
Dunnerdale Fell. . . . .	Township of Dunnerdale-with-Seathwaite, county of Lancaster.	Quantity within limits of deviation, 16,354 square yards. Estimated quantity to be taken, 813 square yards.

To authorise the Corporation to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily part only of certain properties, and to empower the Corporation to acquire the mines and minerals under lands taken for waterworks purposes.

To authorise the Corporation to appropriate and lay out for building purposes, portions of any lands to be acquired or appropriated by them under the powers of the intended Act, and to sell or exchange, or otherwise dispose of, and grant building and other leases, and to let for building purposes, all or any lands, buildings, or hereditaments for the time being belonging to them, and to sell and dispose of such annual rents, and the reversion of any land or building, and to extend the powers of the Corporation with respect to the holding, retaining, and disposing of lands.

To make special provisions for determining the purchase money and compensation payable in respect of lands and property required for the purposes of the intended Act, and amongst other things in the following respects:—For taking into account the increased value of any lands retained by the claimants by reason of the proposed works; for limiting the amount of purchase money or compensation in cases of recent buildings or alterations and recently created interest therein; as to assessing the purchase money and compensation in respect of houses of a bad or insanitary character, or situate in an unhealthy area; as to the tribunal for determining the purchase money and compensation, and to incorporate or apply the provisions (or some of them), with or without variation, of the Housing of the Working Classes Act, 1890; and as to the payment of costs in certain cases of disputed compensation by persons failing to send in particulars of their claims.

To empower the Corporation on the one hand, and any local authority, company, or person on the other hand, to enter into and



carry into effect agreements with reference to the drainage of any lands from or over which any water authorised to be taken by the Corporation flows, and for more effectually collecting, conveying, and preserving the purity of such water, and to authorise the Corporation to purchase lands and construct works for those purposes, and to empower the Corporation to make bye-laws and regulations for securing the purity of any water authorised to be taken by them.

To make further and better provision in regard to the supply of water by the Corporation.

To make further and better provision in regard to the health, good government, and improvement of the borough, particularly in the following matters:—Provisions and restrictions within and beyond the borough with regard to the sale and supply of milk, the keeping of cows, the inspection of dairies, the taking of samples of milk, and other provisions with respect to tuberculosis; to prohibit or regulate the erection of overhead electric wires, to provide for the lighting of private streets and courts, as to the fulfilment of conditions attached to the consent of the Corporation, increase of marketable commodities, power to take possession of market stalls and slaughter-houses for non-payment of rent and other market provisions, power to lend money to Poor Law Guardians and School Board; superannuation and thrift fund, preferential payment of water rents in case of bankruptcy, gas and water reserve funds, laying down of gas and water mains and pipes in streets not dedicated to the public; further provisions as to private street works.

To empower the Corporation to borrow money for all or any of the intended works and other waterworks and street purposes, for gasworks purposes, for fire station, and for other purposes of the intended Act, and to charge the moneys so proposed to be borrowed on the borough fund and borough rate, and the undertakings, works, lands, property, rents, and revenue of the Corporation, or on some of such securities, and to execute, grant, and issue mortgages, stock, debentures, and annuities in respect thereof, and to authorise the Corporation to apply any of their funds or any money borrowed or authorised to be borrowed under former Acts to all or any of the purposes of the intended Act.

To authorise the Corporation to levy rates, rents, and charges, to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, 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 repeal, alter, or amend, and to consolidate and re-enact, with or without amendment, all or some of the provisions of the following local Acts and Orders, that is to say:—The Barrow-in-Furness Corporation Act, 1868; the Barrow-in-Furness Corporation Extension and Amendment Act, 1872; the Barrow-in-Furness Corporation Act, 1873; the Barrow-in-Furness Corporation Act, 1875; the Barrow-in-Furness Corporation Act, 1881; the Barrow-in-Furness Corporation Act, 1892; the Barrow-in-Furness Provisional Order, 1892; and the Barrow-in-Furness Provisional Order, 1897, and the Acts confirming those Orders, and all other Acts and Orders relating to the Corporation.

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 Acts; the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway; and the Local Loans Act, 1875, the Arbitration Act, 1889, the Housing of the Working Classes Act, 1890, and all Acts amending those Acts respectively.

Plans and sections of the intended works, together with a book of reference thereto, 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 Lancaster at his office at Preston, and with the Clerk of the Peace for the county of Cumberland at his office at Carlisle; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several areas hereinafter mentioned, together with a copy of the said Notice, will on or before the said 30th day of November be deposited as follows:—

As relates to the borough of Barrow-in-Furness, with the Town Clerk, at his office;

As relates to any urban district not being a borough, with the clerk of the district council of such district, at his office;

As relates to all parishes or townships having parish councils, with the clerk of the parish council of each such parish or township, at his residence, or if there be no clerk, with the chairman of that council, at his residence; and

As relates to any parish or township comprised in a rural district, and not having a parish council, with the clerk of the rural district council of such district, at his office.

Printed copies of the intended Act or 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 19th day of November, 1900.

C. F. PRESTON, Town Clerk, Barrow-in-Furness.

SARPE, PARKER, PRITCHARDS, BARHAM, and LAWFOED, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

London, Tilbury, and Southend Railway  
(Various Powers).

(Alteration of Viaduct at Grays Thurrock; Compulsory Purchase of Lands (East Ham, Ilford, Barking, Rainham, West Thurrock, Mucking, Pitsea, Prittlewell, South Shoebury, Romford); Stopping up and Extinction of Rights of Way over Level Crossings, Occupation Roads, Footpaths, and Lands; Power to Hold certain Lands Purchased by Agreement; Purchase of Corringham Light Railway; Application of Moneys; Alteration and Amendment of Acts; Miscellaneous and Incidental Provisions.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session, by the London, Tilbury, and Southend Railway Company (hereinafter called "the Company"), for a Bill for the following purposes or some of them (that is to say):—

To empower the Company to make and maintain, in the parish and urban district of Grays Thurrock and county of Essex, an embankment

and bridge to carry their main line of railway over the occupation road and waste lands commencing at a point 13½ chains or thereabouts west of the signal box at the western end of Grays Station, and terminating at a point 10 chains or thereabouts west of the said signal box; and to substitute such embankment and bridge for the existing viaduct over the said road and lands, and to provide for the diversion of all rights of way now existing over the said road and lands through the proposed bridge.

To authorise the Company to purchase and acquire by compulsion or agreement and hold the additional lands (in which term houses, buildings, and other hereditaments are in this Notice included) in the county of Essex, hereinafter described, or some of them (that is to say) :—

Lands partly in the parish of East Ham and partly in the parish of Little Ilford, in the urban district of East Ham, situate in and near the triangle formed by the main line of the Company's railway, the Forest Gate Branch, and the East Ham Loop line, and also lands adjoining the said main line and the Forest Gate Branch, situate as follows :

On the northern side of the main line and Forest Gate Branch, extending from the River Roding to a point 16 chains or thereabouts westward of the centre of the bridge carrying the Company's main line over the said river.

On the southern side of and adjoining the said main line, extending from a point 22 chains or thereabouts westward of the centre of the said bridge to the High-street, East Ham.

Including all lands under and adjoining the site of the Company's said railways and within the lines of the boundaries of the Company's property, so far as they are not now vested in the Company.

And to enable the Company to divert, stop up, or extinguish all rights of way or drainage and all other rights, easements, or restrictions in, over, or affecting the said pieces of land, or any of them, and to cover in, culvert, or pipe the stream or land drain passing under the said Forest Gate Branch line and main line at points thereon respectively 12 chains and 11 chains or thereabouts west of the junction of those railways.

Lands in the parish of Barking and the urban district of Barking Town, situate on the northern side of and adjoining the said main line of railway, bounded on the north-western side by the stream or land drainage ditch known as Loxford Water, and on the north-eastern side by Loxford-road.

Lands in the parish of Rainham, situate on both sides of and adjoining the Company's main line of railway, extending from the roadway known as Manor-way in a south-easterly direction for a distance of 21 chains or thereabouts.

Lands in the parish of West Thurrock, situate on the western side of and adjoining the said railway, and bounded on the south by the enclosure numbered 261 on the 25-inch Ordnance map (Second Edition, 1897) of the said parish, and on the north by the road carried over the railway by a bridge about 20 chains or thereabouts north of Purfleet Station, on the west in part by the enclosure numbered 253 on the said map, and in part by an imaginary line

drawn northwards from the eastern corner of the last-mentioned enclosure, and parallel to and at a distance of 2 chains or thereabouts from the western boundary of the said railway.

Lands in the same parish, situate on the western side of and adjoining the said railway, lying between the occupation roadway carried over the railway at Purfleet Station and the roadway crossing the said railway on the level at the southern end of that station.

Lands in the same parish, situate on the eastern side of and adjoining the said railway, between the road lastly hereinbefore referred to and an imaginary line drawn eastwards from the end of the bridge carrying the said occupation roadway over Purfleet Station.

Lands in the same parish, situate on the eastern side of and adjoining the said railway, between the occupation bridge under the railway at the north end of Purfleet Station and the road carried over the railway by a bridge 20 chains or thereabouts north of Purfleet Station.

Lands in the parish of Mucking, in the rural district of Orsett, situate on the western side of and adjoining the said railway, extending southwards from the road crossing the railway on the level at the south end of Stanford-le-Hope Station to a point 17 chains or thereabouts therefrom, and bounded on the west by Runnymede-road.

Lands in the parish of Pitsea, in the rural district of Billericay, situate on the north side of and adjoining the railway to Tilbury, extending from the occupation road crossing that railway at Pitsea Station to the footpath crossing that railway at a point thereon 18 chains or thereabouts west of the said occupation road.

Lands in the parish of Prittlewell, in the borough of Southend-on-Sea, situate on the southern side of and adjoining the said railway, and extending from Southchurch-avenue to the boundary of the easternmost premises in Kilworth-avenue.

Lands in the parish of South Shoebury and urban district of Shoeburyness, bounded on the north-east by the tramway leading from the brickworks to and across High-street, Shoeburyness, on the north in part by Shoebury-avenue, and in part by the southernmost premises in Wallace-street, and in part by an imaginary line drawn north-westwards from the southernmost corner of the said premises to the road crossing the railway at a point 27 chains or thereabouts westward from the signal box at Shoeburyness Station, and on the southern side in part by the said railway, and in part by the Company's locomotive yard and sidings at Shoeburyness Station.

Lands in the same parish, situate on the southern side of and adjoining the said railway between the road lastly before referred to and the footpath crossing the railway at a point 2 chains or thereabouts eastward of the said road.

Lands in the parish and urban district of Romford abutting on Victoria-road, and bounded on the west, north, and east by lands belonging to the Company.

To provide for the stopping up and extinction of rights of way over the level crossing across the Company's railway at Jews Farm-lane, in the said parish and urban district of East Ham, and to substitute therefor a footbridge, and to

authorise the Company to occupy portions of the roadway known as Sibley-grove for the stairs, approaches, and supports of such foot-bridge.

To empower the Company to stop up and discontinue so much of the footpath as lies within the fences of the Company's railway at a point 25 chains or thereabouts westward of the signal box at Shoeburyness Station, and to divert the same along the southern boundary of the said railway.

To empower the Company to stop up and discontinue the occupation-level crossings on the Company's railways, situate as follows:—

- (1) In the said parish of Little Ilford, across the Company's main line of railway, at a point thereon 22 chains or thereabouts westward of the point of junction of that railway with the Company's Forest Gate Branch Railway.
- (2) In the same parish, across the said Forest Gate Branch Railway, at a point thereon 21½ chains or thereabouts westward of the said point of junction.
- (3) In the same parish, across the said East Ham Loop Line, at a point 16 chains or thereabouts measured along the said Loop Line from the East Ham Loop North Junction signal box.
- (4) In the said parish of Barking, across the Company's main line of railway, at a point thereon 19 chains or thereabouts eastward from the point where Ripple-road crosses the said railway on the level.
- (5) In the parish of Rainham, across the Company's main line of railway at a point thereon 7½ chains or thereabouts from the point where Manor-way crosses the said railway.

To enable the Company to stop up and extinguish all rights of way over any of the lands hereinbefore described, and any footpaths and occupation roads, and portions of footpaths and occupation roads now crossing the same.

To vest in the Company the site and soil of any streets, roads, or footways, which they may be authorised to stop up, and over which the rights of way are proposed to be extinguished or which may be rendered unnecessary by reason of any diversion or alteration.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, and other property for the purpose of the intended Act, and also easements and rights in, or over, or upon lands and other property, and to buy by agreement and hold additional lands.

To enable the Company to hold for the general purposes of their undertaking certain lands acquired by them in the parishes of East Ham, Little Ilford, Aveley, Barking, Romford, West Ham, Chadwell, Saint Mary, East Tilbury, and Prittlewell, in the county of Essex, and in the parishes of Saint Leonard, Bromley, and Bromley-by-Bow, in the county of London.

To extend the time limited by the London, Tilbury, and Southend Railway Act, 1898, for the compulsory purchase and acquisition of land, and for the construction of works authorised to be acquired or made under that Act.

To enable the Company and the Corringham Light Railway Company to enter into and carry into effect agreements for the sale by the Light Railway Company, and the acquisition by the Company of the railway authorised by the Corringham Light Railway Order, 1899, and to confer upon the Company all or any

of the powers of that Order, including the levying of, tolls, rates, and charges, and to confer upon the Light Railway Company all powers necessary for any such agreements, and to provide for dissolving and winding up the said Company, and to provide for the confirmation of agreements relating to any of the matters aforesaid.

To authorise the Company to apply for the purpose of the Bill any of their existing or authorised capital or funds.

To alter and amend, so far as may be necessary for the purposes of the intended Act, the London, Tilbury, and Southend Extension Railway Act, 1852, the London, Tilbury, and Southend Railway Act, 1862, and any other Act relating to the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate with or without exemptions and modifications the Lands Clauses Acts, the Companies Clauses Acts, 1845 to 1889, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

On or before the 30th November instant duplicate plans and sections describing the line, situation, and levels of the proposed work and the lands upon which the same will be made, and also duplicate plans of the lands which may be taken compulsorily under the powers of the intended Act, 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 said 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 of Essex, at his office at Chelmsford.

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 several areas hereinafter described, in which the intended work is to be made, or in which any lands to be taken are situate, will be deposited, together with a copy of this Notice, at the places respectively stated as follows:—

- As relates to any county borough or other borough, with the Town Clerk of such borough, at his office.
- As relates to any urban district not being a borough, with the Clerk of the District Council of such district, at his office.
- As relates to any parish having a parish council, with the Clerk of the Parish Council, at his office, or if he have no office at his residence, or if there be no Clerk, with the Chairman of that Council, at his residence.
- As relates to any parish comprised in a rural district, and not having a parish council, with the Clerk of the District Council of such rural district, at his office.
- Any parish named in this Notice which is not described as a county or other borough, or as an urban district, or is not stated to be in an urban or rural district, is a parish having a parish council.

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 19th day of November, 1900.

F. C. MATHEWS and Co., 151, Cannon-street, E.C. Solicitors.  
DYSON and Co., 9, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Mansfield Corporation.

(Street Widening; Acquisition of Undertaking of Mansfield Woodhouse Gas Light and Coke Company, Limited; Dissolution and Winding-up of Company; Purchase of Additional Gas Lands; Provisions as to Supply of Gas; Supply of Gas in Bulk; Meters and Fittings; Laying of Pipes, &c., in Private Roads; Repeal of part of Section 5 of Mansfield Commissioner's Gas Act, 1878, and other Matters; Maintenance of Waterworks; Subsidiary Works; Power to take Waters; Provisions as to Supply; Supply of Water in Bulk; Rates, Rents, &c.; Repeal of Provisions of Mansfield Water Act, 1870; Generating Station and Refuse Destructor; Supply of Electric Energy by Corporation and Agreements with Local Authorities and Companies in relation thereto; Bye-laws and Regulations as to Electric Fittings; Alteration of Dates for making up Electricity Accounts; Taking of Lands by Compulsion or Agreement; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Provisions relating to Sale of Superfluous Lands; Removal of Human Remains from St. Peter's Churchyard; Streets, Buildings, and Sewers; Intersecting Streets and Continuations; New Streets; Crossing of Footways; Drinking Fountains; Separate System of Drainage; Fencing Vacant Land; Conversion of Existing Privies, &c., into Water or Water Carriage Closets, and Prohibition of Privies, &c.; Underground Lavatories, &c.; Infectious Diseases; Penalties for Selling Milk of Diseased Cows, and Powers for Dealing with Tuberculosis in Cows; Regulating Sale of Ice Cream, Common Lodging Houses, Street Cries and Shows; Recreation Grounds, Setting Apart for Games; Exclusion of Water and Electrical Loans from Operation of Public Health Act, 1875; Borrowing of Moneys; Reserve Funds; Repeal, Amendment, and Incorporation of Acts.)

**N**OTICE 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 Mansfield, in the county of Nottingham (hereinafter referred to as "the Corporation") for an Act for all or some of the following objects and purposes (that is to say):—

1. To empower the Corporation to make and maintain the following street widening within the borough of Mansfield, in the county of Nottingham, together with all necessary works, approaches, embankments, retaining walls, and conveniences connected therewith or incident thereto, namely:—

A widening and improvement, in the parish of Mansfield, of Church-lane, on the eastern side thereof, commencing at the junction of Church-lane with Church-street and Bridge-street, near the west entrance steps of St. Peter's Churchyard, and proceeding thence in a southerly direction and terminating in Church-lane at the north-western corner of the northernmost of the dwelling-houses known as Wragg's-court.

2. To empower the Corporation to deviate laterally and vertically from the lines and levels shown on the plans and sections hereinafter mentioned to the extent to be shown on the said plans and sections or to be defined in the intended Act.

3. To authorise the Corporation for the purpose of the construction of such street widening to acquire by compulsion or agreement, and to hold lands, houses, and buildings, and to alter, divert,

or stop up all or any part of any drain, sewer, or channel in or under such lands.

4. To authorise and empower the Corporation to acquire by compulsion or agreement, and to provide for the transfer to, and vesting in the Corporation of the undertaking, mains, pipes, properties (both real and personal), powers, rights, privileges, and authorities of the Mansfield Woodhouse Gas Light and Coke Company, Limited (in this Notice referred to as "the Company"), for such price or consideration, and upon and subject to such terms, conditions, and stipulations as may be expressed in, or provided for, by or under the provisions of the intended Act, or as may be agreed upon between the Corporation and the Company, or as may be settled by arbitration, and to authorise or require the Company to sell and transfer their undertaking.

5. To confirm and give effect to any agreement between the Corporation and the Company with reference to any such purchase and sale which may have been entered into prior to the passing of the intended Act.

6. To provide for the dissolution and winding-up of the Company, and for the distribution of the purchase-money and assets amongst the shareholders of the Company and other persons entitled to or interested therein.

7. To repeal the proviso to Section 5 of the Mansfield Commissioner's Gas Act, 1878.

8. To authorise the Corporation to purchase and hold the lands next hereinafter described, and in and upon those lands to erect, lay down, provide, maintain, alter, improve, enlarge, extend, and renew or discontinue gasworks, retorts, gasometers, gasholders, receivers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, burners, stopcocks, machinery and other works, and apparatus and conveniences, and to do all such acts as they may think proper for making and storing gas, and to make, store, and supply gas, and to manufacture, sell, provide, supply, and deal in coke, tar, pitch, ammoniacal oil, and all other products or residuum of any materials employed in or resulting from the manufacture of gas.

The lands hereinbefore referred to are:

Firstly.—A piece of land comprising an area of 1,600 square yards or thereabouts, situate in the parish of Mansfield, in the county of Nottingham, adjoining and bounded on the north side by the southern boundary fence of the gasworks belonging to the Corporation for a distance of 40 yards or thereabouts, measured from the south-eastern corner of the site of the said gasworks, and on the west by an imaginary straight line, drawn from a point measured in the said fence 40 yards as aforesaid, and proceeding in a southerly direction for a distance of 42 yards or thereabouts, in part following the eastern wall of buildings belonging, or reputed to belong, to Burden's Trustees, and in the occupation of John William Hutchinson, and terminating at the south-eastern corner of such buildings, on the east by an imaginary straight line drawn from the said south-eastern corner of the site of the gasworks, and proceeding in a southerly direction for a distance of 40 yards or thereabouts, parallel to the imaginary line lastly described, and on the south by an imaginary straight line connecting the southern terminations of the two imaginary lines before described, part of which piece of land comprises certain gardens and part of a certain field in the occupation of the Mansfield Brewery Company, John Howson, and Henry Else,

and the remainder thereof is in the occupation of John William Hutchinson.

Secondly.—A piece of land comprising an area of 2,850 square yards or thereabouts, situate in the parish of Mansfield, in the county of Nottingham, with the saw mills, joinery works, and cottages thereon, and part of Mill Pond and Mill Race, which said piece of land and part of Mill Pond adjoin the gasworks belonging to the Corporation, and are bounded on the north side in part by land, messuages and premises belonging or reputed to belong to the Governors of the Grammar School of Queen Elizabeth at Mansfield, and known as Wragg's-court, and in part by the southern boundary wall of the said gasworks, on the east side in part by the River Maun and in part by the piece of land firstly described, on the west side by Church-lane, and on the south side by an imaginary straight line drawn in continuation of the southern boundary of the piece of land firstly described, across the before-mentioned Mill Pond to Church-lane, and which piece of land and the buildings and cottages thereon are in the occupation of John William Hutchinson and George Arthur Hutchinson and their sub-tenants.

Thirdly.—A piece of land comprising an area of 1,300 square yards or thereabouts, situate in the parish of Mansfield in the county of Nottingham, to the west of the site of the gasworks belonging to the Corporation, and bounded on the north side by the southern fence of St. Peter's Graveyard for a distance of 50 yards from the River Maun, on the east side by the River Maun, on the south side by the piece of land secondly before described, and on the west side by an imaginary straight line drawn from a point on the graveyard fence, distant 50 yards or thereabouts from the River Maun, and proceeding in a southerly direction to a point in the southern boundary fence of Wragg's-court, distant 23 yards or thereabouts from Church-lane, measured along such last-mentioned fence.

9. To make further provision in regard to the gas undertaking of the Corporation, and the supply of gas by the Corporation, including the following matters:—The supply and fitting by the Corporation of meters, fittings, and apparatus for heating, motive, and other purposes; the laying of pipes in streets not dedicated to the public use; the laying of pipes in houses; notice of removal or discontinuance of supply; period during which any error in any meter shall be deemed to have arisen; the provision by the Corporation of dwelling-houses for persons in their employ; power to refuse to supply gas or electrical energy to persons in debt in respect of other property, and other matters.

10. To empower the Corporation to supply gas in bulk to any local authority, company, or person, beyond the gas limits of the Corporation.

11. To make provision for prescribing and regulate the position in which consumers' meters and pipes, and fittings connected therewith, shall be placed, and to empower the Corporation to inspect, prescribe, and regulate such pipes and fittings, and to prohibit improper or insufficient pipes and fittings.

12. To authorise the Corporation to maintain, repair, alter, enlarge, and extend their existing reservoirs, wells, pipes, engines, machinery, tanks, and other waterworks, and employ the same for the purpose of taking water, and in addition to their existing works, to make and maintain all such channels, catchwaters, tunnels,

adits, pipes, conduits, culverts, drains, sluices, bye-washes, shafts, wells, bores, water towers, overflows, waste water channels, gauges, filter-beds, reservoirs, tanks, banks, walls, bridges, embankments, piers, approaches, engines, machinery, and appliances connected with the maintenance of the existing waterworks of the Corporation, or any of them, or incidental thereto, or necessary for conducting, controlling, inspecting, cleansing, repairing, maintaining, or managing the same, and to confer upon the Corporation full power and right at all times of approach and access to the works aforesaid, or any of them, or for obtaining, softening, and distributing water for the purposes of their water undertaking.

13. To make further provision in regard to the supply of water, and, amongst other things, with reference to the following matters:—The prevention of waste, undue consumption and contamination and fouling of water; power to require separate pipe for each house supplied; notice of discontinuance; the construction of public drinking fountains and cattle troughs and the supply of water thereto; power to provide, sell, and let on hire, meters and fittings, and supply materials, and to furnish, repair, or alter pipes and apparatus; notice of connections with, disconnections from, and injury to meters and service pipes, misuser of water, bye-laws and regulations, and the imposition and recovery of penalties, forfeitures, and damages.

14. To authorise the Corporation to lay down, maintain, alter, and renew mains, pipes, culverts, and works in, through, along, under, across, and over highways, streets (whether dedicated to the public or not), roads, streams, paths, and railways.

15. To empower the Corporation and any local authority, Company or person, within or beyond the water limits of the Corporation, to enter into and fulfil contracts and agreements in relation to the supply of water by the Corporation in bulk or otherwise.

16. To authorise the Corporation to levy or impose rates, rents, and charges for the supply of water, and for the hire or use of meters, fittings, apparatus and things, to alter existing rates, rents, and charges, and to confer, vary or extinguish exemptions from the payment of rates, rents and charges, and to provide for the application of the revenue or profits of the undertaking for the formation of a reserve fund, and for meeting deficiencies.

17. To confer upon the Corporation with reference to their water undertaking all or some of the rights, powers, and privileges of an urban authority, under the Public Health Acts.

18. To repeal certain provisions of the Mansfield Water Act, 1870, and to re-enact certain of the Sections of that Act in favour of the Corporation.

19. To authorise the Corporation to purchase, acquire, and hold the lands next hereinafter described, and thereon to erect, maintain, work and use a refuse destructor, and also a station or stations, for generating, transforming, transmitting, and distributing electric energy, with all necessary dynamos, batteries, accumulators, engines, plant, machinery, works, and conveniences for that purpose, and on such lands to use such refuse destructor, and generate, transform, transmit, and distribute such energy accordingly.

The lands hereinbefore referred to are:—

Firstly.—A piece of land comprising an area of 7,139 square yards or thereabouts, situate in the parish of Mansfield, in the county of Nottingham, adjoining and bounded on the west side by land upon which the gasworks

belonging to the Corporation are situate, on the north side in parts by land and a stable belonging or reputed to belong to Burden's Trustees, and in the occupation of Mrs. Sarah Shacklock and William Neal Sarll or his sub-tenants, and in part by an occupation road, on the south side by land belonging or reputed to belong to Burden's Trustees, and in the occupation of the Mansfield Brewery Company, and on the east side by a field and garden belonging or reputed to belong to Mrs. Kate Lewis, and in the occupation of George Meads, which said piece of land is in the occupation of William Neal Sarll.

Secondly.—A piece of land with buildings thereon, comprising an area of 2,390 square yards or thereabouts, situate in the parish of Mansfield, in the county of Nottingham, including therein part of an occupation road leading from Lime Tree-place to the northern boundary of the land firstly described, adjoining and bounded on the west side by land belonging to the Corporation, upon which a store house and the gas manager's house are situate, and on the north side in part by the southern wall of the before-mentioned store house, in part by an imaginary straight line drawn due east from the north-east corner of the said store house for a distance of 23 yards or thereabouts, to the south-west corner of a piece of garden ground belonging, or reputed to belong, to Burden's Trustees, and in the occupation of Mrs. Sarah Shacklock, and thence proceeding along the southern boundary wall of the said garden ground on the east side in part by the St. Philip's Catholic Church and Schools, and in part by garden ground, belonging or reputed to belong to Mrs. Kate Lewis, and in the occupation of George Meads, and on the south side by the piece of land firstly described, which said piece of land and buildings are in the occupation of Mrs. Sarah Shacklock, Messrs. Bettinson and Orwin, William Neal Sarll, and their sub-tenants.

20. To empower the Corporation to supply electric energy within any adjoining district or parish, and to enable the Corporation, and any county, district, or parish Council, and any Company or person, to enter into and fulfil contracts and agreements for, or in relation to the supply of electric energy by the Corporation to such Council, Company, and person respectively, for any purpose for which they may respectively require the same, and for the transfer to the Corporation of all or any of the powers, duties, liabilities, and obligations and works of any such Council, Company, and person for or in relation to the generation and supply of such energy, and for the execution of the works and the acquisition of the lands requisite for such generation and supply, and to enable the contracting parties respectively to apply their funds, rates, and revenues, and any moneys they are authorised to raise, and not required for the purposes for which they were authorised, and to borrow further moneys, and to levy rates and charges, and the intended Act will, or may, empower the Corporation to exercise all or any of the powers of the Electric Lighting Acts 1882 and 1888, and also of the Mansfield Corporation Electric Lighting Order 1899, and may extend the area of supply as thereby constituted.

21. To empower the Corporation to make and enforce bye-laws and regulations with respect to electric wires, conductors, apparatus, and fittings in any premises supplied with electric energy.

22. To empower the Corporation to provide,

sell, let for hire, fix and repair, and remove electric lines, fittings, apparatus, and things for lighting and motive power, and for all other purposes for which electric energy can be used, and take such remuneration and make such terms as they may think fit in respect of the same.

23. To alter the date to which the electric lighting accounts of the Corporation are made up.

24. To authorise the Corporation to allow discounts on payments for the supply of electric energy.

25. To empower the Corporation for the purposes of the intended Act to purchase or acquire by compulsion or agreement, or to take on lease and hold any lands, houses, or buildings in the parish of Mansfield aforesaid, and to acquire by compulsion or agreement rights or easements in, under, over, or connected with any such lands, houses, or buildings in the said parish.

26. To exempt the Corporation from the operation of Section 92 of the Land Clauses Consolidation Act, 1845, so as to enable them to purchase, compulsorily, part only of certain properties.

27. To authorise the Corporation to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to extend the powers of the Corporation with respect to the holding, retaining, or disposing of lands.

28. To provide for the removal and reinterment or deposit of any human remains contained in the portion of St. Peter's Churchyard in the parish of Mansfield aforesaid, which may be taken for the purpose of the street widening.

29. To make further and better provision in regard to streets, buildings, and sewers within the Borough, and particularly in the following respects:—The retention of plans, power to define new streets, new streets to be laid out and kerbed before being built upon, continuation of existing streets to be deemed new streets, power to vary position or direction of new streets, what to be deemed new buildings, prevention and removal of projections over streets; paving of yards, prevention of soil and sand from being washed into streets, trees or shrubs overhanging streets, making good of injury to streets by excavation, as to crossing of footpaths for vehicles and horses, entrances to courts and yards not to be closed, to provide separate sewers for surface water and sewage, the fencing of waste land, and the preventing of water from flowing over footpaths.

30. To make provisions for the conversion of all pail closets, privies, and like conveniences (other than water closets) within the borough, into water closets or waste water closets, or other closet accommodation on the water carriage system; to require new buildings and buildings without proper closet accommodation to be provided with water closets or waste water closets as the Corporation may direct, and to empower the Corporation to prescribe the description or nature, size, material, position and level, and the apparatus and mode of flushing of all closet accommodation, and to prohibit the construction or use of any closet accommodation not so prescribed, and to empower the Corporation, their contractors, servants and workmen to enter all lands, houses, and buildings within the borough for the purpose of executing the works necessary for the conversion of all pail closets, privies, and other similar conveniences into water, waste water, or other closet accommodation; to empower the Corporation to inspect closet accommoda-



dition, and to charge for the removal of rubbish and other obstructive matter, and in other respects to make better provision for the removal or carrying away of human excreta and household slops and refuse, and to provide for the payment, apportionment, and recovery of the expenses.

31. To make provision with respect to the reconstruction of drains, proper supply of water to properties, the attaching of urinals to inns, &c., empowering the application of test to drains, and to empower the Corporation to construct lavatories, urinals, and other sanitary conveniences in and under the surface of any street in the borough, and to make access thereto from any street, and to fit up the same and supply the same with water, and to charge for the use of the same or any of them, and to make and enforce bye-laws and regulations for such use and generally in relation thereto.

32. To extend the provisions of Section 22 Sub-section (2) of the Public Health Acts Amendment Act, 1890, so as to apply to the medical officer of health and inspector of nuisances.

33. To make provision for protecting the public against the spread of disease by the sale within the borough of the milk of cows with diseased or indurated udders, and for taking samples of milk within the borough for the purpose of bacteriological examination, and for the entry of the medical officer of the borough, or a specially authorised inspector, into any byres or cowsheds or other places within or beyond the borough where cows are kept from which milk is sent for sale within the borough, to examine the cows therein for the purpose of ascertaining whether such cows suffer from diseased or indurated udders, and for preventing the milk of cows so affected being sent for sale within the borough, and for imposing penalties with reference to the matters aforesaid.

34. To enable the Corporation to require cow-keepers, and persons engaged in washing or mangling clothes, to furnish lists of customers and owners of clothes respectively in certain cases; to enable the Corporation to provide nurses, to make rules and regulations as to the order and governance of the isolation hospitals and the patients therein, to require dairymen to notify infectious diseases existing amongst their servants, to prohibit infected persons from carrying on certain businesses, and to enable the Corporation to compensate dairymen and nurses for loss.

35. To provide against infection of books in lending libraries, and to regulate the manufacture, sale, and storage of ice cream.

36. To make better provision as to the management and control of common lodging-houses, to impose penalties on unregistered common lodging-house keepers, and to make better provision in regard to the registration of common lodging-houses, with power to refuse to register any person as a common lodging-house keeper, unless satisfied of his character and fitness.

37. To authorise the setting apart of any portion of any park, recreation ground, or open space for games, and to provide apparatus for games, and to make charges for the use thereof respectively.

38. To empower the Corporation to make bye-laws with respect to shows, and the crying of newspapers.

39. To exclude from the calculations under Section 234 of the Public Health Act, 1875, of the amount which the Corporation may borrow under that Act, all sums borrowed in respect of their water undertaking, and any sums which

may hereafter be borrowed by them in respect of that undertaking, and the electrical undertaking of the Corporation.

40. To empower the Corporation to borrow money for the intended street widening, the purchase of the undertaking of the Mansfield Woodhouse Gas Light and Coke Company, the gas, and water, and electrical undertakings of the Corporation respectively, for conversion of existing closet accommodation, and for other the purposes of the intended Act, and to charge the moneys so borrowed on the borough fund borough rate district fund, and general district rate or other local rates, and the estates, undertakings, tolls, rates, rents, revenues, and other property of the Corporation, or any of such securities, and to execute, grant, and issue mortgages, stock, debentures and annuities in respect thereof, and to authorise the Corporation to apply any of their funds or any money borrowed or authorised to be borrowed under former Acts, to all or any of the purposes of the intended Act.

41. To empower the Corporation to provide a reserve fund in respect of their gas and water and electrical undertakings respectively, and for making good any deficiency in the revenues of such undertakings.

42. To provide for the necessary application of penalties, the laying and making of informations and complaints, and the authentication and service of notices and other documents.

43. To empower the Corporation to impose penalties for breach or non-compliance with the provisions of the intended Act, 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, and to extend the powers of the Corporation in regard to the bye-laws under the Public Health Acts.

44. To vary or extinguish all or any rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the intended Act, and to confer other rights and privileges, and it is intended, so far as may be necessary for any of the purposes of the intended Act, to repeal, re-enact, amend, revive, or incorporate with the intended Act, with or without amendment and alteration, all or some of the provisions of the following local and personal Acts relating directly or indirectly to the Corporation (including Orders relating to the Borough confirmed by Acts), namely:—The Act 4 George IV., cap. 92, The Mansfield Water Act 1870, the Mansfield Commissioner's Gas Act 1878, The Local Government Board's Provisional Orders Confirmation Act 1885, The Local Government Board's Provisional Order Confirmation (No. 8) Act 1889, and The Mansfield Corporation Electric Lighting Order 1899.

45. To incorporate with or without a amendment, or to render inapplicable all or some of the provisions of the following Public Acts:—The Lands Clauses Acts, The Gasworks Clauses Acts, The Waterworks Clauses Acts, The Electric Lighting Acts 1882 and 1888, The Electric Lighting (Clauses) Act 1899, The Municipal Corporations Act 1882, The Public Health Acts, The Local Loans Acts, The Infectious Diseases Notification Act 1889, and The Infectious Diseases Prevention Act, 1890, and all Acts amending the said Acts respectively, or any of them.

Duplicate plans and sections, describing the lines, situation, and levels of the works proposed to be authorised by the intended Act, and of the lands in or through which the same will be made, and plans of the other lands to be acquired for

the purposes of the intended Act, together with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and 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 County of Nottingham, at his office at Nottingham, in the said county, and also with the Town Clerk of the Borough of Mansfield, at the office of the Deputy Town Clerk, at Bank-chambers, Market-place, Mansfield.

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, 1900.

J. HARROP WHITE, Deputy Town Clerk,  
Mansfield.

TORR & Co., 19, Abingdon-street, West-  
minster, S. W., Parliamentary Agents.

In Parliament.—Session 1901.

City of Birmingham Tramways.

(Construction of Tramways in the City of Birmingham, in the County of Warwick, and the Urban District of King's Norton and Northfield, in the County of Worcester; Interference with Streets, Roads, &c.; Generating Station; Electrical or other Motive Power; Gauge; Width of Carriages; Posts; and Overhead Wires; Tolls, Rates, and Charges; Power to Use Electrical and other Mechanical Power on, and to Adapt for that purpose the Existing and Authorised Tramways of the Company and of the Corporation of Birmingham, and any Tramways leased or worked by the Company; Extension of Time for Completion of Tramways authorised by the City of Birmingham Tramways Act, 1897; Agreements with Local Authorities, Bodies, and Persons; Provisions for Conferring certain of the Powers of the Bill on the Corporation of Birmingham; Amendment or Repeal of Acts and Orders and in particular of the Provisions of the Tramways Act, 1870, and the Orders or Acts of or Relating to or Affecting the Company with respect to the Acquisition of the Undertaking of the Company by Local Authorities and the Consent of any such Authority to its Electrification, and other matters.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act (hereinafter called "the Bill"), for the following, or some of the following, among other purposes (that is to say):—

1. To authorise the City of Birmingham Tramways Company, Limited (hereinafter called "the Company"), to make, form, lay down, maintain, work, and use all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting-rooms, stations, sheds, buildings, works, and conveniences connected therewith respectively:—

(In the following descriptions of the proposed tramways and narrow places, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and where any distance is given with reference to the intersection of any two streets or roads, or a street and a road, such distance is measured from a point at which lines drawn along the centres of such streets and roads and produced would intersect, and the places (if any) where any tramway will be laid along any street

or road, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised are the following:—

Tramway No. 1 (a double line, 6·6 chains in length), wholly situate in the city and parish of Birmingham, in the county of Warwick, commencing in the Horse Fair by a junction with the existing tramway of the Mayor, Aldermen, and Citizens of the city of Birmingham (in this Notice called "the Corporation") at a point 2 chains south-east of the intersection of Smallbrook-street and the Horse Fair, passing thence along John Bright-street, and terminating in that street, by a junction with the existing tramway of the Corporation at a point 1·4 chains south-east of the intersection of Station-street, and John Bright-street.

Tramway No. 2 (a double line, 2·5 chains in length), wholly situate in the city and parish of Birmingham, in the county of Warwick, commencing in John Bright-street by a junction with the existing tramway of the Corporation at a point 3 chains north-east of the intersection of Severn-street and John Bright-street, and terminating in Navigation-street by a junction with the Tramway No. 3, hereinafter described at a point 1·4 chains west of the intersection of Navigation-street and Hill-street.

Tramway No. 3 (a double line, 6·5 chains in length), wholly situate in the city and parish of Birmingham, in the county of Warwick, commencing in Navigation-street by a junction with Tramway No. 2 above described at a point 1·4 chains west of the intersection of Hill-street and Navigation-street, passing thence and terminating in Suffolk-street by a junction with the existing tramway of the Corporation, at a point 1 chain south-eastward of the intersection of Navigation-street and Suffolk-street.

Tramway No. 4 (a double line, 4 furlongs 5·50 chains in length), wholly situate in the city of Birmingham and parish of Aston, in the county of Warwick, commencing by a junction with the existing tramway of the Corporation at a point 15 feet east of the intersection of Dora-road and the Coventry-road, and terminating at the south-eastern boundary of the city of Birmingham by a junction with the Tramway No. 25 authorised by the city of Birmingham Tramways Act, 1897.

Tramway No. 5 (4 furlongs 1·75 chains in length, of which 3 furlongs 9·75 chains are double and 2 chains single line), wholly situate in the parish of Northfield, in the county of Worcester, commencing by a junction with the Tramway No. 26 authorised by the city of Birmingham Tramways Act, 1897, in High-street, Selly Oak, at a point 1 chain north-eastwards of the intersection of Chapel-lane and High-street, passing thence in a westerly direction and terminating in the Bristol-road at a point 15 feet west of the intersection of Weoley Park-road and Bristol-road.

The Bill will or may empower the Corporation, instead of the Company, to make, form, lay down, maintain, work, and use the Tramways No. 1, No. 2, No. 3, and No. 4 above described, and confer on the Corporation such of the powers

in this Notice mentioned as proposed to be conferred on the Company as may with other powers, rights, and privileges be necessary in that behalf, and to sanction and authorise the Corporation to hold, maintain, work, and use as part of their Tramway Undertaking Tramway No. 3 above described in so far as the same has already been constructed.

#### NARROW PLACES.

All of the proposed Tramways will be constructed on a gauge of 3 feet 6 inches, and it is not intended to run on such tramways carriages or trucks adapted for use on railways, and it is not proposed to lay any 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 either side of the street and the nearest rail of the tramway except in the case of the following tramways, and then only at the places hereinafter described (that is to say):—

No. of Tramway.	Road or Street.	Side or Sides of Streets or Roads.	Narrow Places.
1	John Bright Street.	Both	Throughout the entire length of the tramway from Smallbrook Street to its termination
4	Coventry Road	Both	From the terminus at the south-eastern boundary of the City of Birmingham for a distance of 1·2 chains in a north-westerly direction.
5	High Street and Bristol Road	Both	Throughout the entire length of the tramway.

2. To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, towpaths, pavements, railways, rivers, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric telegraph and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this Notice for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines, or double lines for single lines, altering or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

3. To empower the Company for all or any of the purposes of the Bill or of their Undertaking to construct, maintain, and use in and upon the lands hereinafter described a station or stations for generating electric power, with all necessary buildings, works, engines, dynamos, apparatus, and machinery for that purpose.

The lands hereinbefore referred to are certain lands belonging to and occupied by the Company (that is to say):—

A plot of land and buildings at Bou-nbrook, in the Urban District of King's Norton and Northfield, and parish of Northfield, in the county of Worcester, 3,490 square yards or thereabouts in area, bounded on the north-east by the Dawlish-road, having a frontage thereon of 40 yards or thereabouts,

and on the south-west by the Tiverton-road, having a frontage thereon of 40 yards or thereabouts, and on the north-west and south-east side by land now or recently the property of the Midland Land Investment Corporation, Limited.

4. To empower the Company from time to time, and, either temporarily or permanently, to make, maintain, alter, remove or abandon such tramways, crossings, passing places, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along the streets and roads, or for providing access to any stables or carriage-houses, engine houses, generating stations, stationary engines, works, or buildings of the Company.

5. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of the tramways owned, leased to, or worked by the Company.

6. To empower the Company to work and use their existing tramways, and any tramways leased or worked or run over by the Company, or which they are authorised to construct, and the proposed tramways or any of them, by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at, and applied from, stations or otherwise, or other mechanical power, or partly by one such power and partly by another such power, and for that purpose or any purpose appurtenant or ancillary thereto to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and in particular power to enter upon and open the surface of, and to lay down on, in, under, or over, along, or across the surface of any footpath, street, road, place, railway, canal, or bridge, such posts, standards, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, standards, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the said tramways or for providing access to or in connection with any generating station, engines, machinery, or apparatus, and to empower the Company for the purpose of working the said tramways and of the Bill to erect engines and machinery, and to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to such electrical or other mechanical power.

7. To enable the Company to levy and recover tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of passengers and traffic thereon, to alter and modify or increase all or any of the tolls, rates, and charges, which the Company are now by any Act or Order authorised to levy and recover, and to confer, vary or extinguish exemptions from the payments of such tolls, rates, and charges.

8. To reserve to the Company the exclusive right of using on the proposed tramways engines and carriages with flange wheels, or wheels specially or particularly adapted to run on a grooved rail.

9. To provide for and regulate the user by the Company for the purposes of the

Bill of any paving metalling, or road materials excavated or removed by them during the construction of any of the proposed tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials.

10. To authorise the Company, when by reason of the execution of any work affecting the surface or soil of any footpath, street, or road, or otherwise in which any tramway, channel, conduit, or electric line shall be laid or placed it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line as aforesaid, or any part thereof, to make in the same or any adjacent street or road, and maintain, work, and use, so long as occasion may require, a temporary tramway, channel, conduit, or electric line, or temporary tramways, channels, conduits, or electric lines, in lieu of the tramway, channel, conduit, or electric line, or part of a tramway, channel, conduit, or electric line so removed or discontinued to be used or intended so to be.

11. To empower the Company on the one hand, the Worcester County Council, the Warwickshire County Council, the Corporation, the Urban District Councils of King's Norton and Northfield, Handsworth, Perry Barr, Aston Manor, the Rural District Council of Yardley, and any local authority or other bodies corporate or persons, or any of them, having respectively the control or management, or the duty of directing the repairs of the said footpaths, streets, roads, and places respectively on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill, and in particular with respect to the alteration of the widths or levels of any of the said footpaths, streets, roads, or places, and the laying down, placing, altering, maintaining, renewing, repairing, and working, and the using by the Company of the proposed or existing and authorised tramways, and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them, or of any lands and properties acquired by the Company, by such council, corporation, district council, or local authority, and to confirm any agreements entered into or to be entered into with any such council, corporation, district council, local authority, body, or person with respect to any of the aforesaid purposes.

12. To authorise the Company to use upon their existing tramways, and any tramways leased or worked or run over by them, or which they are authorised to construct, and upon the proposed tramways carriages of greater width than that limited or prescribed by Section 34 of the Tramways Act, 1870, by Section 8 of the Birmingham and Suburban Tramways Order, 1882, by Section 7 of the Birmingham and Western Districts Tramways Order, 1881, by Section 7 of the Birmingham and Western Districts Tramways Order, 1882, by Section 14 of the Birmingham and Western Districts Tramways Order, 1883, by Section 9 of the South Birmingham Tramways Order, 1883, by Section 8 of the North Birmingham Tramways Order, 1883, by Section 7 of the North Birmingham Tramways Order, 1884, by Section 9 of the South Birmingham Tramways Order, 1884, by Section 7 of the Birmingham Central Tramways (Extension) Order, 1885, by Section 9 of the Birmingham Corporation Tramways Order, 1885, by Section 7 of the Birmingham Central Tramways (Extension) Order, 1886, by Section 7 of the South

Birmingham Tramways (Extension) Order, 1886, by Section 7 of the Birmingham Central Tramways (Extension) Order, 1887, and Section 24 of the City of Birmingham Tramways Act, 1897, and to repeal, alter, or amend, so far as may be necessary, the provisions of any of those sections, and of any other Act or Order of the Company or the Corporation limiting or prescribing the width of the engines or carriages to be used on the said tramways or any of them.

13. To empower the Company to run over and use with their engines, carriages, and trucks for the conveyance of passengers and traffic upon such terms and conditions and subject to such payments as may be agreed upon or prescribed or provided for by the Bill, the tramway of the Corporation authorised by the Birmingham Corporation Tramways Order, 1885, and therein described as Tramway No. 2 or portion thereof.

14. To enable the Company on the one hand, and the Corporation and any local authority in whose district any of the existing authorised or proposed tramways of the Company, or any tramways leased or worked by the Company, are situate, to enter into agreements and contracts with respect to the working, use, management, and maintenance by the contracting parties of all or any of their respective tramways and works, or any part or parts thereof respectively, the supply of rolling stock, plant, machinery, and electrical energy or power, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

15. To extend or restrict the time limited by the Tramways Act, 1870, and the Acts and Orders of, or relating to, or affecting the Company, or of the Corporation or other local authority within which the Company may be required to sell their Undertaking, or any part thereof, to any local authority, and so far as may be necessary for such purpose, and for determining the purchase price to alter, amend, extend, or to repeal all or some of the provisions of those Acts, and to vary the rights of any such authorities in whose districts, any of the tramways of the Company is or may be situate with respect thereto, and to provide for or require the purchase of any tramway or tramways which may be situate partly in the district of one and partly in the district of another such local authority by such local authorities concurrently (if at all), and to alter, and if thought fit extend, the times at which any such powers of purchase may be exercised by such local authorities, and to empower the Company in the event of any such purchase to require such local authority to purchase the whole or any part of any generating station, depot, plant, or other property of the Company.

16. To alter, amend, extend, and enlarge the powers of the Corporation under the Tramways Act, 1870, and of any other local authority under that Act with respect to the leasing of their respective tramways, and in particular to authorise the leasing of the said tramways or any of them for longer periods than are prescribed by that Act, and to empower the Company to grant, and the Corporation and any other

local authority as aforesaid to accept, a lease or leases of all or any part of the tramways of the Company, whether authorised, constructed, or proposed for such period or periods, and on such terms and conditions as may be agreed upon or as the Bill may prescribe.

17. To authorise the Company to make such alterations of their existing tramways, and of the tramways leased by them from the Corporation, or any part or parts thereof respectively, and to execute all such works on or in connection therewith, and with the construction of any of their authorised tramways, and in or over, or under, along, or across the footpaths, roads, streets, and places in which the same are laid as may be necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid.

18. To alter, amend, and extend, or if thought fit to repeal and re-enact, with or without modification or alterations, all or some of the provisions of the Acts and Orders relating to the existing or authorised tramways and Undertaking of the Company or of the Corporation which may be at variance or inconsistent with the exercise of any of the powers proposed to be conferred by the Bill or which it is deemed necessary or expedient to alter, amend, extend, or repeal or re-enact in order to give effect to any of the purposes or objects of the Bill or of any agreement to be made under or to be confirmed or given effect to by the Bill, and, in particular, any provisions relating to or affecting or restricting the use of electrical or any other mechanical power on any of the existing or authorised tramways of the Company, or conferring powers on the Corporation, the Urban District Councils of King's Norton and Northfield, Handsworth, Perry Barr, Aston Manor, the Rural District Council of Yardley, or any other local authority in relation thereto, or requiring the consent of any such authority to the use by the Company of electrical or other mechanical power on such tramways, or the terms and conditions on, and period for which, such consent shall be given, or relating to the granting of leases by the Corporation or other local authority, or any other provisions which it may be deemed expedient to alter, amend, extend, repeal, or re-enact for the purposes aforesaid, or any of them, and to provide that any such consent as aforesaid shall not be unreasonably withheld, and that any difference thereon shall be referred to the arbitration of an arbitrator to be appointed by the Board of Trade, and to vary, modify, or repeal Section 60 of the Birmingham and Western Districts Tramways Order, 1881, Section 54 of the Birmingham and Suburban Tramways Order, 1882, Section 13 of the Birmingham and Western Districts Tramways Order, 1882, Section 26 and the Schedule (Part III) Section 53 of the Birmingham and Western Districts Tramways Order, 1883, Section 48 of the North Birmingham Tramways Order, 1883, Section 43 of the South Birmingham Tramways Order, 1883, Section 16 of the North Birmingham Tramways Order, 1884, Section 22 of the South Birmingham Tramways Order, 1884, Section 23 of the Birmingham Central Tramways (Extension) Order, 1885, Section 21 of the Birmingham Corporation Tramways Order, 1885, Sections 12, 24, 25, 26, and 33 of the Birmingham Central Tramways Order, 1886, Section 21 of the South Birmingham Tramways (Extension) Order, 1886, Section 16 of the Birmingham Central Tramways Extension Order, 1887, and Sections 6, 7, 8 and 9 of the City of Birmingham Tramways Act, 1897.

19. To extend the time limited by the City of

Birmingham Tramways Act, 1897, for the completion of the tramways by that Act authorised.

20. To empower the Company to widen where necessary the carriage road along which the proposed tramways are to be laid, or in which any of the existing or authorised or proposed tramways of the Company, or any tramways leased to or worked or run over by them, and to be adapted by the Company for working by electrical or other mechanical power are or will be situate, by reducing the width of the footpath or otherwise.

21. To authorise the Company, for all or any of the purposes of the Bill and for the general purposes of their Undertaking, to raise further capital by new ordinary or preference shares or stock, and by borrowing, and to apply to the like purposes all or any part of the capital which they now are or may by the Bill be authorised to raise.

22. The Bill may, if deemed expedient, likewise confer upon or provide for the transfer to and vesting in the Corporation of all or any of the powers sought by the Bill or at present possessed by the Company under any special or general Act of Parliament or Order relating to the Company with respect to the construction of the proposed tramways and any authorised street and road, and other widenings, and the adaptation of existing tramways for, and their working by electrical or other mechanical power; and enable the Corporation, either themselves or jointly with the Company, to exercise such powers and construct such tramways and works, and empower the Corporation for all or any of the purposes aforesaid to raise and expend moneys for such purposes, or to make contributions to the Company for the execution thereof by the Company, or otherwise apply their funds, and to borrow money therefor on the security of the Borough Fund, Borough Rate, General Improvement Rate, District Fund, and General District Rate of the city, and other funds, rates, and revenues, and to confer all necessary powers upon the Corporation and the Company respectively, to enable them to enter into and carry into effect arrangements with respect to all or any of the purposes aforesaid, and alter, amend, or extend and enlarge or repeal, so far as may be necessary for the purposes aforesaid and of the Bill, the Birmingham Corporation (Consolidation) Act, 1883, and all other Acts or Orders relating directly or indirectly to the city of Birmingham, and, *mutatis mutandis*, to confer upon or provide for the transfer to, and vesting in, any other local authority in whose district any of the existing or proposed tramways of the Company are situate all or any of the powers aforesaid in respect of any such tramways.

23. To incorporate in the Bill the Lands Clauses Acts, and extend and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and, so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act, the Birmingham and Western Districts Tramways Order, 1881, the Birmingham Suburban Tramways Order, 1882, the Birmingham and Western Districts Tramways Order, 1882, the Birmingham and Western Districts Tramways Order, 1883, the North Birmingham Tramways Order, 1883, the North Birmingham Tramways Order, 1884, the South Birmingham Tramways Order, 1884, the Birmingham Central Tramways (Extension) Order, 1885, the Birmingham Corporation Tramways Order, 1885, the Birmingham Central Tramways Order, 1886, the Birmingham Central Tramways (Extension) Order, 1887, the Birmingham Central Tramways Order, 1887, the Birmingham Central Tramways (Extension) Order, 1888, the Birmingham Central Tramways (Extension) Order, 1889, the Birmingham Central Tramways (Extension) Order, 1890, the Birmingham Central Tramways (Extension) Order, 1891, the Birmingham Central Tramways (Extension) Order, 1892, the Birmingham Central Tramways (Extension) Order, 1893, the Birmingham Central Tramways (Extension) Order, 1894, the Birmingham Central Tramways (Extension) Order, 1895, the Birmingham Central Tramways (Extension) Order, 1896, the Birmingham Central Tramways (Extension) Order, 1897, the Birmingham Central Tramways (Extension) Order, 1898, the Birmingham Central Tramways (Extension) Order, 1899, the Birmingham Central Tramways (Extension) Order, 1900.

Order, 1886, the South Birmingham Tramways (Extension) Order, 1886, the Birmingham Central Tramways (Extension) Order, 1887, the City of Birmingham Tramways Act, 1897, and any other Act hereinbefore mentioned or referred to, and any other Act or Orders relating to the Company or their Undertaking.

24. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and of such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges and all such powers other than those hereinbefore mentioned on the Company as may be requisite or necessary for the purposes of the Bill.

25. And notice is hereby further given, that plans and sections in duplicate of the proposed tramways, with a book of reference to such plans, together with a copy of this Notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the County of Warwick, at his office at Leamington, and with the Clerk of the Peace for the County of Worcester, at his office at Worcester, and with the Clerk of the Peace for the County of the City of Birmingham, at his office in Birmingham, and, on or before the same day, a copy of so much of such plans, sections, and book of reference as relates respectively to the city and parishes of Birmingham and Aston, the Urban District of King's Norton and Northfield, and the parish of Northfield, and also a copy of this Notice as published in the London Gazette, will be deposited, as regards the city and parishes of Birmingham and Aston, with the Town Clerk of the city, at his office in the Council House, Birmingham, as regards the Urban District of King's Norton and Northfield and the parish of Northfield, with the Clerk of the Urban District Council of King's Norton and Northfield, at his office in Newhall-street, Birmingham.

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, 1900.

LINKLATER and Co., 2, Bond-court, Wal- brook, London, E.C.	} Solicitors for the Bill.
PINSENT and Co., 6, Bennett's-hill, Bir- mingham.	
JOHN KENNEDY, W.S., 25, Abingdon- street, Westminster, S.W., Parlia- mentary Agent.	

In Parliament—Session 1901.

Margate Corporation.

(Construction of Waterworks, Extension of Water Limits; Purchase and Acquisition of Lands, Waters, and Easements; Provisions for Securing the Purity of Water; Rates and Charges; Increase of Number of Members of Town Council; Increase, Alteration, and Rearrangement of Wards; Provisions as to Seashore, Recreation Grounds, Dangerous Structures, Timber and Sky Signs; Borrowing of Money; Application of Loans Fund; Partial Repeal of Powers of Canterbury Gas and Water Company, East Kent District Water Company, and the Mid-Kent Water Company; Incorporation, Application, and Amendment of Acts, and other matters.)

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 Margate (hereinafter respectively referred to as "the Cor-

poration" and "the borough") for an Act for all or some of the following objects and purposes (that is to say):—

Water.

1. To extend the limits of the Corporation for the supply of water so as to include the parishes of Monkton, Stourmouth, Preston-next-Wingham, Elmstone, Wingham, Adisham, Goodnestone, Ickham, Wickhambreux, Littlebourne, Beakesbourne, Patricxbourne, Bridge, Bishopsbourne, Kingstone, Barham, and Womenswold, all in the county of Kent; to empower the Corporation to supply therein water for domestic and all other purposes, and to extend and apply thereto some or all of the provisions and enactments relating to the water undertaking of the Corporation.

2. To empower the Corporation to make and maintain the waterworks and other works hereinafter described or referred to, in the county of Kent, namely:—

Work No. 1.—A pumping station, with wells, adits, headings, and other works and conveniences connected therewith, to be situate in the parish of Wingham, on the easterly side of the main road leading from Wingham to Adisham Station, and to be constructed in the field numbered 7 on the  $\frac{1}{2500}$  Ordnance map (Second Edition, 1898) of the said parish of Wingham, at a point 6 chains or thereabouts measured in a north-easterly direction along the said main road from the boundary stone dividing the parishes of Adisham and Wingham and shown on the said map.

Work No. 2.—An adit or heading, in the parishes of Wingham and Goodnestone, and driven in a north-easterly direction for a distance of 1,612 yards or thereabouts, commencing at Work No. 1 hereinbefore described, and terminating in the parish of Goodnestone, in the field numbered 11 in the Ordnance map for that parish, at a point 1·8 chains or thereabouts measured in a north-westerly direction from the west corner of Bushy Roughwood.

Work No. 3.—An adit or heading, to be situate in the parishes of Wingham and Adisham, and driven in a north-westerly direction for a distance of 1,610 yards or thereabouts, commencing at Work No. 1 hereinbefore described, and terminating in the parish of Wingham, in the field numbered 23 on the Ordnance map for that parish, at a point 14·80 chains or thereabouts, measured in an easterly direction from the south-easterly corner of Appleton Farm buildings.

Work No. 4.—A conduit or line of pipes, situate in the parish of Wingham, commencing at Work No. 3 in the field numbered 19 on the said Ordnance map at a point 405 yards or thereabouts from Work No. 1 measured in a north-westerly direction and terminating in a watercourse in the field numbered 64 on the said Ordnance map at a point 13·3 chains or thereabouts measured in a north-westerly direction from the north-westerly corner of cottages at Neavy Downs.

Work No. 5.—A conduit consisting of one or more lines of pipes, to be situate in the parishes of Wingham, Elmstone, Preston-next-Wingham, Stourmouth, Ash near Sandwich, Monkton, Acol, Birchington, Westgate-on-Sea, Garlinge, and Saint John the Baptist, Margate, commencing at



Work No. 1, hereinbefore described, and terminating in the borough in an intended new reservoir to be constructed by the Corporation at the north-easterly side of Saint Peter's footpath and adjoining the low-service reservoir of the Corporation.

3. To authorise the Corporation to deviate, in the construction of the proposed works, both vertically and horizontally to the extent shown on the deposited plans and sections, or to be defined in the intended Act.

4. To empower the Corporation to acquire by compulsion, for the purposes of the intended Act, and for other the purposes of the water undertaking of the Corporation, lands and hereditaments, and easements and rights in or over any lands and hereditaments in the parishes hereinbefore mentioned.

5. To exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, and the provisions of that Act relating to superfluous lands, and to make other amendments in the Lands Clauses Acts in their application to the intended Act.

6. To empower the Corporation to take, divert, appropriate, and use all such springs and waters as can be collected or taken by the proposed works, or any of them, or as may be found in or under any of the lands of the Corporation.

7. To make provision for securing the purity of the water obtained by the Corporation, for regulating the user of and the construction of necessary works on lands through or under which such water flows, and situate in any of the parishes hereinbefore mentioned, and for inspection thereof, and the prevention of nuisances, and of the pollution and contamination of water, to authorise the Corporation to make and enforce bye-laws for the purposes aforesaid, and for any of such purposes to extend to the Corporation all or any of the powers of a local authority under the Public Health Acts.

8. To authorise the Corporation to discharge water from their existing and proposed aqueducts, conduits, and other waterworks into any available stream or watercourse.

9. To authorise the Corporation to lay down, maintain, alter, and renew mains, pipes, culverts, discharge pipes, telephone or telegraph conductors, wires, and posts, and other works in, through, along, under, across, and over highways (whether dedicated to the public or not), streets, roads, streams, paths, and railways, and for those purposes to extend to such works all or any of the provisions of the Waterworks Clauses Acts, 1847 and 1863, and of the Public Health Acts.

10. To authorise the Corporation to levy or impose rates, rents, and charges for the supply of water, and for the hire or use of meters, fittings, apparatus, and things, to alter and increase existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

11. To constitute the proposed works part of the water undertaking of the Corporation, and to extend and apply thereto all or some of the enactments relating to that undertaking.

12. To repeal the provisions of any Act of Parliament or Provisional Order authorising any company, body, or person to supply water within any part of the area comprised within the limits of the intended Act or other the water limits of the Corporation, and particularly the provisions of the Canterbury Gas and Water Acts and Order, 1866, 1873, and 1890, the East Kent District Water Act, 1889, the Mid-

Kent Water Act, 1898, and the Mid-Kent Water Act, 1900.

#### Increase of Council.

13. To make provision for increasing the number of members of the council of the borough, for increasing the number of wards of the borough, for altering and rearranging the boundaries of the existing wards, or some of them, and for creating new wards, and to define in the intended Act, or make provision for determining the number, names, and boundaries of the wards.

14. To apportion and re-distribute, or to provide for the apportionment and redistribution of the councillors of the existing wards, or some of them, to or among such altered or new wards.

15. To provide for the election and the time of going out of office, and rotation of any added aldermen and councillors or of any aldermen or councillors of all or any wards of the borough, and to alter the time of going out of office and rotation of the existing aldermen and councillors, to make provision for the assignment of aldermen as returning officers in respect of the new or altered wards, and to make all other necessary or proper provision in relation to the matters aforesaid, and for and in connection with the purposes aforesaid to amend and extend the provisions of the Municipal Corporations Acts and other Acts in their application to the borough.

#### Miscellaneous.

16. To confer further powers upon the Corporation in respect of the seashore of the borough, and particularly in the following respects:—For regulating and restricting the erection or placing of booths, tents, sheds, and other erections and things, and the holding of shows, exhibitions, and games, and touting, singing or playing of musical instruments on the beach, foreshore, and sands, and the lands adjoining the same and the approaches thereto, for the preservation of order and good conduct among persons frequenting the same, for regulating the bathing from the seashore, for imposing penalties for undressing or bathing except at the places and during the times prescribed by the Corporation, for the preservation of decency and order at bathing places, and to empower the Corporation to improve the seashore, and to construct, place, and maintain thereon promenades, marine lakes, and other works and conveniences.

17. To provide that the seashore and the recreation grounds and open spaces in the borough shall be deemed to be streets for certain police purposes.

18. To enable the Corporation to provide and maintain in or under public thoroughfares, promenades, and other public places, or upon land belonging to or vested in the Corporation, conservatories, baths, reading rooms, places for musical performances, drinking and other fountains, cattle troughs, shelters, refuges, and other places of shelter and convenience, and to make and recover charges for admission thereto or the use thereof.

19. To make provision with regard to dangerous structures, the stacking of timber and other building materials, and for regulating or prohibiting the use of sky signs.

20. To extinguish all public and private rights of way and other rights over the lands acquired under the intended Act, and to vary and extinguish all other existing rights and privileges which would or might in any way prevent, interfere with, or delay the accom-

plishment of any of the objects of the intended Act, and to confer other rights and privileges.

21. To authorise the Corporation to borrow money for the purchase of land for and the construction of the several works authorised by the intended Act, for other purposes of the water undertaking, for the construction of marine lakes, and for other purposes of the intended Act, and to charge the moneys so borrowed, and the interest thereon, on the district fund and general district rate, or other local rates, and the estates, undertakings, tolls, rates, rents, revenue, and other property of the Corporation, or any of such securities, and to execute and grant mortgages, debentures, debenture stock, and annuities in respect thereof.

22. To empower the Corporation to use any sums in any sinking or redemption fund formed by them for the repayment of loans or for the redemption of stock in lieu of exercising any statutory borrowing power.

23. To incorporate, with amendments, all or some of the provisions of the Lands Clauses Acts; the Public Health Acts; the Local Loans Act, 1875; the Waterworks Clauses Acts, 1845 and 1863; the Telegraph Acts, 1863 to 1899; and any Act or Acts varying or amending those Acts.

24. 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 (that is to say):—The Order relating to the borough confirmed by the Public Health Supplemental Act, 1851 (No. 2); the Local Government Supplemental Act, 1867 (No. 4); the Order relating to the borough confirmed by the Local Government Supplemental Act, 1868 (No. 5); the Margate Extension and Improvement Act, 1877; the Order relating to the borough confirmed by the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1882; the Order relating to the borough confirmed by the Local Government Board's Provisional Orders Confirmation (No. 6) Act, 1884; the Order relating to the borough confirmed by the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1894; the Borough of Margate Order (No. 2), 1894, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 12) Act, 1894; the Margate Order, 1897, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 12) Act, 1897; the Margate Order, 1899, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 8) Act, 1899; the Margate Corporation Act, 1900; the Canterbury Gas and Water Acts and Order, 1866, 1873, and 1890; and the East Kent District Water Act, 1889, the Mid-Kent Water Act, 1898, and the Mid-Kent Water Act, 1900.

Plans and sections of the intended works, and plans of the lands intended to be taken for the purposes of the Act, 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 with the Clerk of the Peace for the county of Kent, at his office in Maidstone; and on or before the same day so much of such plans, sections, and book of reference as relates to the borough will be deposited with the Town Clerk thereof, at his office in the borough, and so much as relates to each of the parishes of Adisham, Ash near Sandwich, Birchington, Goodnestone, Garlinge, Monkton, Preston - next - Wingham, Stour-

mouth, Westgate - on - Sea, and Wingham, will be deposited with the clerk, or, if there is no clerk, with the chairman of the parish council of such parish, at his residence, and so much as relates to the parish of Elmstone will be deposited with the clerk to the Eastry Rural District Council, at his office at Eastry, and so much as relates to the parish of Acol will be deposited with the clerk to the Isle of Thanet Rural District Council, at his office at Minster, and a copy of this Notice, as published in the London Gazette, will be deposited at the time and with the officers and persons aforesaid.

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

Dated this 15th day of November, 1900.

EDWARD BROOKE, Town Clerk, Margate.

SHARPE, PARKER, PRITCHARDS, BAHAM, and LAWFORD, 9, Bridge-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Arlesey Gas.

(Incorporation of Company; Supply of Gas to Arlesey and other Parishes in the County of Bedford; Capital; Power to Acquire Land Compulsorily and by Agreement; Rents and Charges; Meter Rents; Gas Fittings; Slot Meters; Agreement with Local Authorities and Others; Powers as to Electricity; Incorporation and 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 effecting the purposes, or some of the purposes following (that is to say):—

To incorporate a company, and to enable the Company so to be incorporated (hereinafter called "the Company") to acquire, construct, and maintain gasworks, and to manufacture gas and residual products arising therefrom, and to supply gas for lighting, heating and other purposes, and to confer on the Company all necessary powers and authorities for the manufacture and supply of gas for lighting, heating, motive power and other purposes.

To define the limits of supply of the Company, and particularly to authorise the Company to supply gas within the parishes or places of Arlesey, Stotfold, Henlow and Clifton in the county of Bedford.

To authorise the Company to raise capital by the creation and issue of shares or stock (ordinary or preferential, or both), to borrow on mortgage or otherwise, and to create and issue debenture stock.

To authorise the Company to hold and use for the purposes of their undertaking all or some of the following lands (that is to say):—

All that piece or parcel of land on the south side of and abutting on the Arlesey-road leading from Church End to Stotfold in the parish of Arlesey in the county of Bedford, numbered 117 on the  $\frac{1}{2500}$  Ordnance map of that parish, republished in 1891, and containing by admeasurement 2 acres and 8 poles or thereabouts, and belonging to or reputed to belong to James Inskip.

To authorise the Company to construct and maintain on the lands hereinbefore described, and to alter, improve, enlarge, extend, renew, and discontinue gasworks, and works, plant, and apparatus for the manufacture, storage, distribution, and supply of gas, and for the manufacture, conversion, utilisation, storage, and distribution of residual products arising from or connected with the manufacture of such gas, and of

materials used in or about the same, and to empower the Company in and upon all or any of such lands to manufacture, convert, utilise, store, and distribute such residual products and materials as aforesaid.

To empower the Company to lay down, maintain, alter, and repair mains, pipes and other works for the supply of gas in, through, across, along, and under, and to cross, open, break up, stop up, divert or otherwise interfere with, either temporarily or permanently, any lands, highways, streets, public or private roads, footpaths, bridges, canals, navigations, streams, watercourses, railways, tramways, electric and other wires, water pipes, drains, sewers, rivers, and other properties within the limits of supply.

To enable the Company to purchase, take on lease, or otherwise acquire by compulsion or agreement the lands hereinbefore described, or any part thereof, and to hold other lands, houses, buildings and easements in lands which may be required for the general purposes of their undertaking.

To reserve and continue, or to vary and extinguish any right of way, or other rights or privileges connected with any lands, houses or buildings belonging to, or to be acquired by the Company, and to empower the Company to sell, lease, exchange or dispose of any lands, works or property from time to time belonging to or vested in them.

To authorise the Company on the lands hereinbefore described to deal in, sell or dispose of coal, lime, coke, tar, asphalt, chemicals, and other residual and manufactured products, and other matters and things, and to carry on the business usually carried on by gas companies, or which is or may be incidental thereto.

To empower the Company to supply gas in bulk or otherwise for purposes of light, heat, cooking, or motive power by gas or electricity, and for any other purposes for which gas is or may become suitable.

To make or provide for the making of provisions for protection of the works of the Company, and for preventing the waste and misuse of gas, and for defining and regulating the supply of gas by the Company.

To empower the Company to manufacture, purchase, hire, sell, put up, let and supply gas meters, lamps, stove fittings, machinery, engines, and other apparatus, articles and things used in connection with gas.

To make provision for the sale of gas by slot meters and to regulate the price to be charged therefor.

To enable the Company on the one hand, and any local authority, company, corporation, body, or person 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 such authority, company, corporation, body, or person of gas in bulk or otherwise, and to sanction and confirm any such contract, agreement, or arrangement already made, or which may be made prior to the passing of the Bill.

To make provision for enabling the Company to obtain powers to produce and supply electricity for lighting or other purposes, and to empower them to construct and acquire works, rights, and machinery for such purposes.

To enable the Company to acquire, hold, use, and enjoy patent rights, licences, and authorities under letters patent in relation to the manufacture, conversion, distribution, and utilisation of gas and residual products.

To enable the Company to apply their capital and funds, and use their land and property for

any of the purposes hereinbefore-mentioned, or any other purposes connected with their undertaking.

To fix, levy, and recover rates, rents, and charges for the supply of gas and residual products, manufactured or otherwise, and for the supply, hire, or use of meters, lamps, stoves, fittings, labour, machinery, engines, and other apparatus and things supplied by the Company.

The Bill will incorporate, with or without variations, all or some of the provisions of the Companies Clauses Acts, the Lands Clauses Acts, and the Gasworks Clauses Acts 1847 and 1871, and will 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.

Duplicate plans, describing the lands and other property 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 the 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 Bedford at his office at Bedford, and on or before the same day a copy of the said plans and book of reference, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Parish Council of Arlesey at his office or residence, as the case may be.

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 10th day of November, 1900.

BAKER, LEES and Co., 54, Parliament-street, Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1901.

Llandrindod Wells Water.

(Transfer of Undertaking of the Llandrindod Wells Water Company to the Urban District Council of Llandrindod Wells; Winding Up and Dissolution of Company; Maintenance of Existing Works; Power to Council to Maintain and Construct Additional Waterworks, and to Take, Use, and Supply Water, and Define Limits of Supply; Purchase of Land, Easements, &c.; Supply of Water; Further Provisions and Regulations as to Supply of Water; Rates and Charges; Borrowing of Money; Repeal, Amendment and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of the Urban District of Llandrindod Wells, in the county of Radnor (hereinafter referred to as "the Council"), for an Act for all or some of the following purposes and objects (that is to say):—

1. To authorise and empower the Council to purchase and acquire, and to provide for the transfer to and vesting in the Council of the undertaking, works, lands, mains, pipes, easements, property (both real and personal), rights, powers and authorities of the Llandrindod Wells Water Company (hereinafter called "the Company"), for such price or consideration and upon and subject to such terms, conditions, and stipulations as may be expressed in or provided by or under the provisions of the intended Act, or as may be agreed upon between the Council and the Company, or as may be settled by arbitration, and to authorise or require the Company to sell

and transfer their undertaking, property, and rights accordingly.

2. To empower the Council to take over and purchase on cost price or other terms the temporary works of the Company, and to authorise the Council to make use of and maintain the same until the works intended to be authorised by the intended Act have been completed.

3. To confirm and carry into effect any agreement between the Company and the Council with reference to any such purchase and sale which may have been entered into prior to the passing of the intended Act.

4. To provide for the distribution of the purchase money and assets amongst the shareholders of the Company and any other persons entitled or interested therein, and to provide for the redemption, cancellation, or extinction of all mortgages, debentures, ordinary and preference stock and shares of the Company, and the winding up and dissolution of the Company.

5. To empower the Council to carry on the undertaking and to maintain, alter, improve, and enlarge the existing waterworks of the Company or some of them, and to authorise the Council to supply water for public, domestic, trade, and other purposes within the urban district of Llandrindod Wells, the parishes of Cefnlllys Rural and Llandrindod Rural, all in the county of Radnor.

6. To empower the Council to maintain and continue, or, if they think fit, to discontinue any of the existing or authorised works of the Company, and to enable the Council to make and maintain, wholly in the county of Radnor, the following works or some of them or some parts thereof respectively, namely:—

Work No. 1.—A reservoir, dam and filter beds, situate on Careg-Wiber bank, in enclosures Nos. 528, 529, and 535, in the parish of Cefnlllys Rural, and fields Nos. 380, 381, 382, 383, and 385 in the parish of Bettws Dissersrh on the  $\frac{1}{2500}$  Ordnance Map of the said parishes (published in 1889), all in the county of Radnor. The dam to commence at a point in the aforesaid enclosure No. 529, in the parish of Cefnlllys Rural, 640 yards or thereabouts, measured in an easterly direction from the farmhouse known as Careg-Wiber, in the parish of Cefnlllys Rural, and terminating at a point in the aforesaid field No. 385 in the parish of Bettws Dissersrh, 260 yards or thereabouts, measured in a north-westerly direction, from the farmhouse known as Buries in the parish of Bettws Dissersrh.

Work No. 2.—A conduit or line of pipes commencing by a junction with Work No. 1, in the enclosure No. 535, in the parish of Cefnlllys Rural on the said Ordnance Map, and terminating in the parish of Llandrindod Rural in the enclosure No. 420, known as Broomy-hill on the said Ordnance Map, at a point on or near the occupation road leading from Llandrindod Hall to Brynhir Farm, 66 yards or thereabouts from the northern boundary of the said enclosure, measured along the occupation road above described in a southerly direction, which said intended conduit or line of pipes will pass through or into the parishes of Cefnlllys Rural, Bettws Dissersrh, Dissersrh and Trecoed, and Llandrindod Rural, or some of them, all in the county of Radnor.

Work No. 3.—A covered service reservoir, situate at the termination of Work No. 2 in the aforesaid enclosure No. 420 on the  $\frac{1}{2500}$  Ordnance Map of the said parish of Llandrindod Rural, in the county of Radnor.

Work No. 4.—A conduit or line of pipes, commencing by a junction with the intended service reservoir (Work No. 3), and terminating in the public road from Llandrindod Wells to BUILT, in the parish of Llandrindod Urban, in the urban district of Llandrindod Wells, at a point 450 yards or thereabouts from the Ridgebourne Arms Public House, measured along the said road in a southerly direction, which said intended conduit or line of pipes will pass through or into the parishes of Llandrindod Rural and the urban district of Llandrindod Wells, both in the county of Radnor.

7. To authorise the Council to construct and maintain, in connection with the proposed works, all proper and necessary embankments, filter beds, softening apparatus, towers, banks, pipes, drains, catch-pits, tunnels, adits, conduits, culverts, channels, wells, sluices, roads, approaches, apparatus, telegraphs, telephones, engines, pumps, machinery, hydrants, fire-cocks, works and conveniences connected with the proposed works, or any of them, or incidental thereto, or necessary or convenient for the obtaining, collecting, storing, inspecting, maintaining, filtering, softening, cleansing, repairing, distributing or managing the waterworks and water supply of the Council.

8. To authorise the Council to deviate from the lines and levels of the intended works, as shown on the plans and sections hereinafter mentioned, to such extent as may be provided by the Bill.

9. To empower the Council to purchase and take, by compulsion or agreement, and to take leases or grants of, or easements in, under, or over lands, houses, springs, streams, waters, and other hereditaments in the parishes aforesaid, for the purposes of the intended works, or elsewhere within the limits for the time being of the Council for the supply of water for the purposes of their undertaking generally, and the Bill will or may vary or extinguish any rights or privileges connected with such lands, houses, springs, streams, waters, and hereditaments as aforesaid, and will or may empower the Council to acquire compulsorily easements or way leaves in or under lands in the said parishes for the purposes of the works above described, instead of purchasing such lands, and to exercise and do on any lands such works, matters and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act 1847.

10. To empower the Council to collect, take and divert, and to appropriate and use, for the purposes of the intended Act and for the general purposes of their undertaking, the Howey Brook, which flows into the rivers Ithon and Wye and thence into the Bristol Channel, any springs or waters in, upon, or under any lands which they may acquire under the powers of the intended Act or which they can intercept or abstract by means of the works to be authorised by the said Act.

11. To make better provision in regard to the supply of water, and, amongst other things, with reference to the following matters:—The prevention of waste, undue consumption and contamination of water, the testing and stamping of fittings, the entry of premises supplied with water, the execution of works in connection with the supply of water, and for the pressure at which water is to be supplied, definition of domestic supply, the payment of water rates and charges by owners of small houses, trade supply, supply of houses partly used for trade, power to provide and let on hire meters and fittings, connections, disconnections with and injury to meters, service pipes, misuser of water and byelaws and regulations,

12. To authorise the Council and any other district Council, parish Council, or person to enter into and carry into effect contracts for the supply of water beyond the limits of supply and to enable such Councils to lay down the necessary mains and pipes, to break up streets and high-ways, and to raise the necessary moneys.

13. To authorise the Council for any of the purposes of their Water Undertaking to purchase by agreement or take on lease and hold lands, houses, and buildings, and to sell, lease, or otherwise dispose of any lands, houses or buildings for the time being belonging to them and not required for the purposes of the Undertaking, and in any such sale or disposal to reserve water and other rights.

14. To empower the Council to levy and recover rates, rents and charges for the supply of water, meters and fittings, and to increase, alter, or reduce the rates, rents and charges authorised by the Company's Act and Orders.

15. To confer upon the Council all or some of the powers contained in the several Act and Orders relating to the Company's Undertaking, and to exempt the Council from the enactments limiting the profits of the Undertaking.

16. To provide for the application of the revenue and profits arising from the Water Undertaking of the Council, and for meeting any deficiency in such revenue, and to provide for the formation and application of a reserve fund in respect of the said Undertaking.

17. To authorise the Council to borrow money for the purposes of the intended Act (including the improvement and extension of the waterworks) upon the security of their Water Undertaking or the revenue thereof, and upon the district fund and general district rate, and any other rates or property of the Council, and to empower the Council to grant and issue mortgages, stock, debentures, and debenture stock in respect thereof, and to empower the Council to grant annuities chargeable upon the Undertaking, rates, and property aforesaid, and to provide for the transfer and redemption of such annuities.

18. To vary, repeal, or extinguish all existing rights, powers, 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, powers, and privileges.

19. To alter, amend, extend, enlarge, or repeal, or re-enact, with or without amendment, all or some of the provisions of the following Acts: the Llandrindod Wells Water Act, 1884, and the Llandrindod Wells Water Order, 1889, and the Llandrindod Wells Water Order, 1893, and all other Acts and Orders relating to the Company or the Council.

20. To incorporate and apply, with or without modification, or render inapplicable, all or some of the provisions of the following Acts: the Public Health Acts; the Companies Clauses Consolidation Act, 1845; the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Local Loans Act, 1875, and the Arbitration Act, 1889, and all Acts amending those Acts respectively.

21. And notice is also hereby given that duplicate plans and sections, showing the lines, situations, and levels of the proposed works, and the lands and other property 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 with the Clerk of the Peace for the county of Radnor, at his office at Rhayader, 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 of the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice as published in the "London Gazette" will be deposited in the case of each parish where a parish Council has been constituted for or including any such parish, with the Clerk of such parish Council, at his office or residence as the case may be, or if there is no such clerk, with the chairman of such Council at his residence, and in the case of each other parish not having a parish Council, with the Clerk to the Council of the rural district in which such parish is situate, at his office.

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 10th day of November, 1900.

D. C. DAVIES, Clerk to the Council, Llandrindod Wells.

BAKER, LEES, & Co., 54, Parliament-street, Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1901.

Southend-on-Sea Corporation.

(Construction of Parades, Sea-walls, Pier, Harbour, and Street Improvements; Purchase of Lands; Special Provisions for Determining Compensation; Improvement Charge; Restrictions on Buildings fronting Parades; Traffic on Parades; Further Provisions as to Pier and Harbour; Levying and Alteration of Tolls, Rates Dues, and Charges; Further Provisions as to Foreshore; Recreation Grounds; Streets, Buildings, Sewers, and Drains; Vesting of Main Roads in Corporation; Sanitary Provisions and the Prevention of Disease; Police; Supply of Sea-water; Construction of Lifts; Extension of Electric Lighting Powers; Extension of Borrowing Powers for Housing the Working Classes; Levying of Rates; Transfer of Powers of Vestry; Superannuation Fund; Borrowing Money; Incorporation, Repeal, and Amendment of Acts.)

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 Southend-on-Sea (hereinafter referred to as "the Corporation" and "the borough" respectively) for an Act for all or some of the following objects and purposes (that is to say):—

Parades, Piers, and Harbour.

1. To empower the Corporation to construct and maintain in the parish of Prittlewell, in the borough, in the county of Essex, and on the foreshore and bed of the sea, the following works (that is to say):—

Parade No. 1.—A sea-wall and embankment, with promenade and carriageway (being a widening and improvement of Marine-parade), 863 yards in length, commencing at the west side of Darlows-green, opposite to the Army and Navy publichouse, and terminating at the east side of the pier of the Corporation.

Parade No. 2.—A sea-wall and embankment, with promenade and carriageway (being a widening and improvement of the Western-esplanade), 1,812 yards in length, commencing at the termination of Parade No. 1 hereinbefore described, and terminating at the termination of the existing paved esplanade.

Parade No. 3.—A sea-wall and embankment,

with promenade and carriageway, 650 yards in length, commencing at the termination of Parade No. 2 hereinbefore described, and terminating at a point opposite to the western end of the roadway known as the Leas, Beach Estate.

Parade No. 4.—A sea-wall and embankment with promenade and carriageway, 1,050 yards in length, commencing at the termination of Parade No. 3 hereinbefore described, and terminating at a point near to the footpath crossing the London, Tilbury, and Southend Railway, and about 560 yards west of the Crow Stone.

A pier (to be called "the loading pier"), commencing at or near to the high-water mark of ordinary spring tides at a point 6 yards from the Castle Hotel measured in an easterly direction, and extending thence for a distance of 170 yards measured in a southerly direction, and there terminating.

A harbour, to be formed by means of the existing pier and an extension thereof (250 yards in length), commencing at the west side of the new pier head, extending in a north-westerly direction for a distance of 500 feet, and thence in a north-easterly direction for a distance of 250 feet, and there terminating at a point 50 yards from the north-western point of the old pier head measured in a south-westerly direction,

together with footways, carriageways, approaches, roads, communications, steps, slipways, sewers, drains, embankments, walls, bridges, railings, groynes, sluices, culverts, aprons, dams, cuts, jetties, landing places, quays, wharves, tramways, beacons, buoys, lights, warehouses, sheds, cranes, lifts, machinery, waiting, refreshment, concert, and other rooms, toll houses, toll gates, bandstands, shelters, works, appliances, and conveniences.

2. To empower the Corporation to purchase by compulsion or agreement all or any of the premises situate in Southchurch Beach-road, in the parish of Southchurch, and known as Sydney-villas, Edinburgh-villas, and a shop and premises in the occupation of Mr. Peed, and when purchased to appropriate the same, or some part thereof, to the widening and improvement of the said road.

3. To authorise the Corporation to deviate in the construction of all the works proposed to be authorised by the intended Act, both vertically and horizontally, to the extent shown on the deposited plans and sections or to be defined in the intended Act.

4. To empower the Corporation to dredge, scour, and deepen so much of the bed of the sea and the foreshore as may be necessary for the purposes of the existing or proposed works, and to appropriate and dispose of all substances so obtained.

5. To empower the Corporation for the purposes of the proposed works, for the erection of buildings near thereto, for the laying out of pleasure grounds, and for other the purposes of the intended Act to appropriate, and to purchase or acquire by compulsion or agreement, or to take on lease any lands, houses, or buildings in or near to the borough and parishes aforesaid, and to acquire, by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, or buildings.

6. To exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, and the provisions of that Act relating to superfluous lands, and to

make other amendments in the Lands Clauses Acts in their application to the intended Act.

7. To make special provisions with regard to the amount of compensation to be paid in respect of the lands to be acquired under the intended Act, and to provide that in determining the amount of such compensation regard shall be had to the provisions of the intended Act, to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the works proposed to be authorised, and the exercise of the other powers of the intended Act, and to other circumstances to be mentioned or referred to in such Act.

8. To confer further powers upon the Corporation with reference to the retention, holding, user, sale, leasing, exchange, and disposal of lands.

9. To impose upon the owners, lessors, and occupiers of, and other persons interested in, lands in the parish of Prittlewell and in the borough and county hereinbefore named, fronting or in the neighbourhood of the works or some of the works to be authorised by the intended Act, and upon such lands, an improvement charge or special rate to be specified in or ascertained in manner prescribed by the intended Act, and to make provision for the determination, levying, recovery, application, redemption, and release of such charge or rate.

10. To make provision and to impose restrictions in regard to the erection and re-erection of buildings upon land fronting the parades or the existing parades.

11. To authorise the Corporation 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, and other mains and pipes, telegraph, telephone, and other electric apparatus.

12. To empower the Corporation to construct such improvements and extensions of and additions to the existing and proposed parades and works as the Corporation may from time to time deem necessary, and to construct such subsidiary works as they may deem advisable.

13. To make provision in regard to the use of the parades proposed to be authorised by the intended Act, and of the existing parades in the borough, and to prescribe the nature of the traffic for which the same may be used, and to apply thereto some or all of the provisions of the Public Health Acts.

14. To empower the Corporation to form, level, lay out, plant, and fence the lands acquired by them under the intended Act, and to provide for the user thereof as ornamental or recreation grounds.

15. To prescribe the purposes for which the loading pier and the harbour may be used, and to empower the Corporation to make and enforce bye-laws in regard to the user thereof.

16. To provide that the loading pier and harbour and the works in connection therewith shall be deemed to form part of the existing pier undertaking of the Corporation, and to extend and apply thereto all or some of the enactments relating to that undertaking.

17. To provide that the works forming part of the existing pier undertaking of the Corporation, and the works constructed under the powers of the intended Act, shall for all purposes be deemed to be situate within the borough and the county of Essex, and within the parish to which such works are adjacent.

18. To make further and better provision in



regard to the pier undertaking of the Corporation, and amongst other things:—

- (A) To empower them from time to time to construct improvements and extensions of and additions to their existing and proposed works, and to construct such subsidiary works as they may deem advisable, including tramways, sidings, turn-tables, custom-houses, landing-places, houses, warehouses, offices, sheds and buildings, and to make and recover charges for the use thereof.
- (B) To empower them to construct, maintain, provide, and manage, on or in connection with the said works, pavilions, assembly rooms, concert rooms, shops, saloons, bazaars, reading, refreshment, and other rooms, baths, gymnasium, lavatories, bandstands, seats, shelters, chairs, and other works and conveniences, and to furnish, stock, and equip the same.
- (C) To provide for carrying on the said undertaking, including the provision of bands and other entertainments, the leasing thereof, or of any part thereof, or of any buildings, works, and conveniences thereon, for enabling the Corporation to determine the purposes for which the works, buildings, and conveniences may be used, and for the making of bye-laws and regulations in relation thereto.
- (D) To authorise the Corporation to advertise the pier, and the attractions thereof, and the entertainments thereat.
- (E) To make further provision for the levying, making, and recovery of tolls, dues, rates, and charges in respect of the said existing and proposed works, to empower the Corporation to demand and take dues and charges for the use of the harbour and of other works of the Corporation; to make provision for the recovery of such tolls, dues, rates, and charges from the owners of the goods in respect of which they are payable; and to alter and increase existing tolls, dues, rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment thereof.
- (F) To authorise the Corporation to provide and use steam engines, steam vessels, tugs, piling engines, cranes, diving bells, dredgers, lighters, barges, boats, buoys, mooring posts, mooring craft, weighing machines, tackle, machinery, appliances, and conveniences, and to demand and take sums for the use thereof.

#### Foreshore.

19. To empower the Corporation to acquire by agreement or compulsion the rights of any other bodies or persons in the foreshore in the borough, and to enlarge and add to their powers in regard to the cleansing, maintenance, improvement, and user of the foreshore, and to authorise them to construct promenades and other works upon, and to lay out the same in such manner as they may deem desirable.

20. To make provision in regard to the regulation and use of the foreshore and beach, bathing and bathing machines, the licensing of pleasure boats and bathing machine proprietors, the licensing and payment of boatmen for the protection of persons whilst bathing, and to regulate, and if the Corporation deem fit to prohibit, the removal of any materials or of any bait from the foreshore or beach.

21. To provide that the foreshore and the lands adjacent thereto shall be deemed to be a public place for the purposes of the Vagrancy

Acts, and a street for the purposes of the Town Police Clauses Acts.

#### Recreation Grounds.

22. To enlarge the powers of the Corporation with respect to recreation grounds, and particularly to enable the Corporation to erect, maintain, and equip pavilions and other buildings therein, and to charge for admission to such pavilions and buildings; to let pavilions and other buildings, to set apart and enclose parts for games and other purposes, and to provide apparatus for games, and to charge for use thereof, to provide and authorise the provision of seats and chairs in recreation grounds and elsewhere, to provide and regulate public bands, and charge for admission to enclosures, and to appoint officers for securing observance of regulations and bye-laws, and to provide for the application of moneys received in connection with the recreation grounds.

#### Streets, Buildings, &c.

23. To make further and better provision for or with respect to the streets and buildings in the borough, and the health and good government thereof in relation to the following amongst other matters (namely):—Plans, &c., of streets and buildings, the formation, sewerage, and kerbing of streets before the erection of buildings, intersecting streets, the fencing of vacant land, public conveniences in and under streets, the mode of connection and communication between streets, continuation of existing streets to be deemed new streets, the lopping of trees and shrubs overhanging streets, the deposit of building materials, the erection of temporary or movable buildings, elevation of buildings, persons increasing height of buildings to raise neighbouring chimneys, no excavations to be made in proposed streets after the deposit of plans, the prevention of culs-de-sac, injury to streets by excavation to be made good, the prevention of water flowing over footpaths, the definition of lines of verandahs, power to prescribe the materials for and the mode of construction of sewers and drains, and the materials for new buildings, the paving of yards, urgent repairs to private streets, the exemption of the Corporation from liability when executing works for owners of property, the assistance to be given on inspection of buildings, the extension of the powers of the surveyor on inspecting, the fees to be paid for inspections and for the issue of certificates, the prohibition of projections over streets, the prohibition of sky signs, the erection of advertising and other hoardings, and the use of advertising vehicles, provisions as to separate sewers for sewage and for surface water, power for Corporation to erect sewer ventilators against buildings, extension of the powers of the Corporation in regard to the inspection of drains, power to appoint more than one inspector of nuisances, ditches to be covered before buildings erected thereover, owners of dwelling-houses to provide proper water supply, Water Company to give notice to Corporation of cutting off water supply, power for Corporation to require enlarged sewers, the prohibition of altering drains except in accordance with bye-laws and except after notice, extension of Section 41 of Public Health Act, 1875, to two or more houses belonging to same owner, and to cases where Corporation have reason to suspect a nuisance, the extension of the provisions of the said Act in regard to nuisances, the prohibition of throwing offensive matter into streets.

24. To vest the main roads in the Corpora-

tion and to apply the provisions of the Local Government Act, 1888, and other enactments relating thereto, to such main roads as if they had been retained by the Corporation under the former Act.

#### Sanitary Provisions.

25. To make further provision with respect to the prevention of infectious and other diseases, and for the improvement of the health of the borough, and particularly in regard to the following matters:—The furnishing of certain particulars by cow-keepers and dairy-men, and by persons engaged in washing and mangling clothes, both within and beyond the borough; notification of infectious disease by dairymen and others; restricting or regulating the sale of milk; the return of books exposed to infection to public libraries; the admission to, and discharge from, hospitals; the entrance into hospitals and hospital grounds; removal of infected persons to hospitals; principals of schools to furnish list of pupils in cases of infection (including measles and whooping cough); infected persons not to carry on business; provisions as to nurses; disinfection of clothing; payment of expenses of persons in hospitals; persons suffering from infectious disease who cannot be isolated to be removed to hospital.

26. To empower the medical officer of health, or other authorised person, to enter dairies, byres, and cowsheds within the borough, or beyond the borough, if milk produced therein, or supplied therefrom, is believed to be sent to the borough, and to examine the cows, and to require the owners or occupiers of such dairies, byres, and cowsheds to render all reasonable assistance, and to prohibit the selling of milk of cows affected with tuberculosis, or any disease which might render the use of such milk dangerous or injurious to health, and to provide for the giving of notice to the Corporation in cases of tuberculosis or other disease as aforesaid.

27. To regulate the manufacture and sale of ice creams and other similar commodities within the borough.

28. To extend the provisions of the Public Health Acts as to offensive trades to fried fish shops.

29. To make provision for the prevention of nuisances at brickfields.

#### Police.

30. To make further and better provision in regard to the good rule and local government of the borough, and in particular in regard to the following matters:—For regulating street traffic, and the diversion thereof from the sea front; the regulation of processions; unfenced ground to be deemed streets for certain police purposes; regulation of traffic at fires; control of operations at fires; the prohibition of touting in connection with places of entertainment and refreshment houses; the prohibition of touting, hawking, and selling goods in the streets on Sundays and at other times; dogs in streets to wear collars; the licensing of shoeblacks.

#### General.

31. To empower the Corporation to supply sea-water in the borough, and for that purpose to construct works, open and break up streets and highways and lay mains and pipes, and to authorise them to demand and take rates, rents, and charges for the supply of sea-water.

32. To empower the Corporation to construct, erect, maintain, and work a lift or lifts on the cliffs in the borough, to make provision in regard to the working and regulation thereof,

and the sums to be charged for the use thereof.

33. To empower the Corporation to purchase or erect houses for persons in their employment.

34. In addition to the matters more specifically mentioned in this Notice, to make further and better provision for and in respect of the health, improvement, regulation, good rule, and government of the borough, and to amend and extend the powers of the Corporation in regard thereto.

35. To enact all necessary provisions for giving full effect to the purposes of the intended Act, including the making of bye-laws, the imposition of penalties for the breach of bye-laws or of the provisions of the Act, the determination of compensation, the recovery of penalties, and the authentication of notices, resolutions, and appointments.

36. To extinguish all public and private rights of way and other rights over the lands acquired under the intended Act, and to vary and extinguish all other existing rights and privileges which would or might in any way prevent, interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

37. To make further provision in regard to the electric lighting undertaking of the Corporation, and amongst other things to alter the date to which the accounts in respect of that undertaking are made up; to empower the Corporation to provide, sell, let, fix, and repair electric lines, fittings, apparatus, and things for lighting and motive power, and for all other purposes for which electric energy can be used, and to make and enforce bye-laws and regulations with respect to lines, fittings, apparatus, and things used in premises supplied with electricity; and to empower the Corporation to supply electricity outside the borough.

38. To empower the Corporation to subscribe to associations and societies concerning municipal and public health administration, and to pay expenses of deputations attending the meetings thereof.

39. To make further provision in regard to the levying and collection of the borough rate, general district rate, poor rate, and all other rates leviable in the borough; to authorise the Corporation to collect such rates, and to appoint officers for that purpose; to make general district rates recoverable in the same manner as poor rates; to transfer to the Corporation the powers of the Vestry, and to confer powers upon them with respect to the amendment of rates.

40. To extend the period for the recovery of private improvement expenses.

41. To empower the Corporation to establish and maintain a superannuation fund for the officers, servants, and others in the employ of the Corporation, and to make provision for the contributions to such fund from the salaries and wages of such officers, servants, and persons, and from the rates, and for the management, investment, and application of the fund, and to empower the Corporation to grant superannuation and other allowances and gratuities.

42. To authorise the Corporation to borrow money for the purchase of land for and the construction of the several works authorised by the intended Act, for the construction of improvements and alterations of, and additions to the pier and the tramway thereon, and for the provision of rolling stock for the electric lighting undertaking, for the erection of a technical

school, for the improvement of the foreshore, for the construction of light railways, and for other purposes, and to charge the moneys so proposed to be borrowed, and the interest thereon, on the district fund and general district rate, the borough fund and borough rate, or other local rates, and the estates, undertakings, tolls, rates, rents, revenue, and other property of the Corporation, or any of such securities, and to execute and grant mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation to apply any of the funds, or any money borrowed or authorised to be borrowed under former Acts, to all or any of the purposes of the intended Act.

43. To empower the Corporation to issue one form of mortgage in respect of all loans issued by them, and to secure the repayment of such loans upon all the rates, revenues, and property of or leviable by the Corporation, to authorise them to use money in the stock redemption fund instead of borrowing, and to make further and better provision in regard to the borrowing of money and the finance of the borough.

44. To extend the period for which the Corporation can borrow money for the erection of houses for the working classes, and to relieve them of the obligation to form a sinking fund to repay money for providing land for that purpose, and in other respects to make further provision in regard to the borrowing of money for the said purposes.

45. To suspend the obligations of the Corporation in regard to the formation of sinking funds for repayment of loans for electric lighting, light railways, and other purposes until the completion of the work.

46. To incorporate with amendments all or some of the provisions of the Lands Clauses Acts, the Arbitration Act, 1889, the Public Health Acts, the Local Loans Act, 1875, the Waterworks Clauses Acts, 1845 and 1863, the Harbours, Docks, and Piers Clauses Act, 1847, and any Act or Acts varying or amending those Acts.

47. To alter, amend, extend, enlarge, or repeal or re-enact the powers and provisions, or some of them, of the following local Acts and public Acts of a local character (that is to say):—10 Geo. IV, c. 49; 5 and 6 Will. IV, c. 90; the Southend Local Board Act, 1875; the Southend Local Board Act, 1887; the Southend-on-Sea Corporation Electric Lighting Order, 1891, confirmed by the Electric Lighting Orders Confirmation (No. 3) Act, 1891; Southend-on-Sea Corporation Act, 1895; the Borough of Southend-on-Sea Extension Order, 1897, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 7) Act, 1897; the Southend-on-Sea Order (No. 1), 1897, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1897; the Southend-on-Sea Light Railways Order, 1899; and any other Act or Order relating to the borough.

Plans and sections of the intended works, and plans of the lands intended to be taken for the purposes of the Act, or on which an improvement charge is intended to be imposed, 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 with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, and with the Town Clerk of the borough, at his office therein.

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, 1900.

WILLIAM H. SNOW, Town Clerk, Southend-on-Sea.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Charing Cross Euston and Hampstead Railway (No. 1).

(Extension of Company's Railway to Golders Green; New Subways and Station; Provisions as to Streets &c.; Deviations and Alterations of Levels Underpinning &c.; Buildings; Compulsory Purchase of Additional Lands and Easements; Power to Erect Generating Station; Exemption from Provisions of Lands Clauses Consolidation Act 1845; Enlargement of Tunnels; Provisions as to taking Portions only of Buildings Subsoil &c. and as to Superfluous Lands; Tolls; Access to Stations of other Railway Companies; Agreements as to and Power to Supply Electrical Energy; Bye-laws Agreements with Contributions by and other Provisions affecting Public Bodies and Railway Companies; Advertisements; Joint Committees; Payment of Interest out of Capital; Additional Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Charing Cross Euston and Hampstead Railway Company (hereinafter called "the Company") for an Act for affecting the purposes or some of the purposes following (that is to say):—

1. To enable the Company to make and maintain the underground railway deviation of railway subways and other works hereinafter mentioned or some or one of them or some part or parts thereof respectively together with all necessary and convenient rails sidings tunnels subways covered ways stations platforms signals shafts lifts inclines stairs approaches sewers drains pipes generating plant depôts buildings machinery wires apparatus works and conveniences (that is to say):—

A railway situate in the parish of St. John Hampstead and metropolitan borough of Hampstead in the county of London and the parish and urban district of Hendon in the county of Middlesex commencing by a junction with the Company's railway No. 1 authorised by the Charing Cross Euston and Hampstead Railway Act 1893 (hereinafter called "the Act of 1893") at its termination at Hampstead and terminating near Golders Green on the eastern side of Finchley-road at a point 120 yards or thereabouts northwards from the junction of North End-road with Finchley-road.

The gauge to be adopted for the intended railway will be 4 feet 8½ inches and the motive power to be employed will be electricity applied by means of motors on the engines or on the carriages and trucks generated at stations and conveyed by means of conductors in the said railway or cable power.

For the purposes of the said intended railway it is proposed to acquire an easement under but not to take any part of the surface of certain common or commonable lands known

as Whitestone Pond and Hampstead Heath in the said parish of St. John Hampstead of which it is estimated that 2½ acres or thereabouts will be included within the limits of deviation.

A subway (No. 1) commencing at the kerb of the footpath at the south-eastern corner of the Tottenham Court-road at its junction with New Oxford-street and terminating at the kerb of the footpath at the north-eastern corner of the High-street St. Giles at its junction with New Oxford-street.

A subway (No. 2) commencing at the kerb of the footpath at the south-western corner of Tottenham Court-road at its junction with Oxford-street and terminating at the kerb of the footpath at the north-west corner of Charing Cross-road at its junction with New Oxford-street.

A subway (No. 3) along and under Oxford-street commencing and terminating by junctions with Subways No. 1 and No. 2 respectively about midway between their respective commencements and terminations and in connection with the said subways (which are to be used only for foot passengers) to construct and maintain an underground station or chamber at the south end of Tottenham Court-road.

The said subways and station will be situate in the parish of St. Giles-in-the-Fields and in the metropolitan borough of Holborn and in the parish and metropolitan borough of Saint Marylebone and in the parish of St. Anne's Soho in the city of Westminster all in the county of London.

2. To empower the Company to alter the levels of the Railway No. 1 authorised by the Act of 1893 in the parish and metropolitan borough of St. Pancras in the parish of St. John Hampstead in the metropolitan borough of Hampstead in the county of London between a point in Haverstock-hill at its junction with Adelaide-road and the termination of the said railway and in connection therewith to alter and amend Sections 61 62 and 63 of the Act of 1893.

To empower the Company to make a deviation in the parish and metropolitan borough of St. Pancras of the Railways Nos. 1 and 2 authorised by the Act of 1893 between a point on the said Railway No. 1 in Hampstead-road at or near its junction with Dean-street and a point on the said Railway No. 2 in Drummond-street at or near its junction with George-street.

3. To authorise the Company to cross stop up close for traffic and interfere with temporarily or permanently any roads streets alleys courts squares highways footpaths or places railways sewers culverts subways drains pipes telegraphs telephones pneumatic hydraulic tubes wires electric apparatus or other works conveniences and appliances within or adjoining the aforesaid parishes boroughs and other areas or any of them and to appropriate and use for the purposes of the intended railway and works or of the intended Act the subsoil and under surface of and to construct and maintain openings in any lands streets roads squares footpaths passages and places under along or across which any of the proposed works are intended to be made.

4. To authorise the Company to deviate from the lines or situations of any of the intended works within or beyond the limits of lateral deviation as shown on the plans hereinafter mentioned or to such extent as may be defined by the intended Act and to deviate from the levels of any of the said works as shown on the sections hereinafter mentioned to such extent as

may be authorised by or determined under the powers of the intended Act and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act 1845 or otherwise.

5. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses buildings or works which may be rendered insecure or affected by any of the intended works and whether such houses buildings or works are or are not intended or required to be taken for the purposes thereof.

6. To authorise the Company to purchase by compulsion or agreement lands (including in that expression where used in this notice houses buildings premises and property) in the parishes boroughs urban district and other areas aforesaid for the purposes of the intended works 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 empower the Company to purchase and take by compulsion or agreement any part of or any vaults cellars arches or other offices attached to or belonging to any lands houses buildings 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 compulsorily or by agreement easements for carrying the intended works under any street 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 properties.

7. To empower the Company to purchase or acquire compulsorily or by agreement or to take on lease the additional lands hereinafter described and easements in over and under the same (that is to say):—

Certain lands in the parish and metropolitan borough of St. Pancras in the county of London on the west side of Tottenham Court-road between Tottenham-street and Goodge-street and being the premises known as Nos. 70 71 72 73 and 74 Tottenham Court-road.

Certain other lands in the said parish and metropolitan borough of St. Pancras between Euston-road and Warren-street being the premises known as No. 74 75 76 and 77 Warren-street and 287 291 293 and 295 Euston-road.

Certain other lands in the said parish and metropolitan borough of St. Pancras near the junction of High-Street Kentish Town and the Kentish Town-road and being the premises No. 176D in High-street and No. 3 in Kentish Town-road.

Certain lands in the parish of St. John Hampstead in the metropolitan borough of Hampstead at the junction of Belsize-lane with Haverstock-hill and Roslyn-hill and being the premises numbered 1 and 3 in Roslyn-hill.

8. To empower the Company upon any part of the lands hereinafter described to erect maintain and use a station or stations for generating transforming and distributing electrical energy with all necessary dynamos batteries engines plant machinery works and conveniences for that purpose and to generate transform and distribute such energy (that is to say):—

Certain lands in the parish and urban district of Hendon in the county of Middlesex at the junction of and adjoining Finchley-road and North End otherwise Hendon-road and having frontage to the east side of Finchley-road of 400 yards or thereabouts and to the north side of North End otherwise Hendon-road of 600 yards or thereabouts and being the properties numbered on the Ordnance map (2nd edition 1896) 1346 1365 1366 1368 1370 1371 and 1391 in the said parish.

9. To authorise the Company to hold and to sell convey demise and lease or otherwise dispose of lands tenements and hereditaments purchased or acquired under the powers of the intended Act and so far as may be necessary or expedient to exempt such lands tenements and hereditaments and the Company in respect thereof from the provisions of the Lands Clauses Consolidation Act 1845 and with respect to the sale of superfluous lands.

10. To authorise and empower the Company to enlarge the tunnels on their authorised railways and to alter and amend Section 7 of the Act of 1893.

11. To enable the Company to levy and recover tolls rates and charges upon and in respect of the said intended railway subways and works and conveniences and to confer vary or extinguish exemptions from the payment of such tolls rates and charges respectively and to grant leases of the undertaking tolls rates and charges and all or any of the proposed works.

12. To empower the Company and any other company whose authorised or intended railways or subways will terminate under or over or will pass alongside of or near to the authorised or intended railways or subways of the Company to enter into and carry into effect agreements with reference to construction use and maintenance of such ways stairs lifts and communications as may be necessary for enabling passengers and their luggage and other traffic to pass from or to any station or subway of the Company to or from any station or subway of any such other company and to empower the Company to enter upon the lands stations platforms and works of such other company and to alter any such platform and to make openings in the same and in any walls and any necessary protective works and to make such provision as will secure to the public and to officers and servants of the Company free and uninterrupted access by means of such ways stairs lifts communications and openings between any station of the Company and any station of any such other company as aforesaid.

13. To empower the Company on the one hand and any other company and any local authority body or person authorised to supply electricity in any district in which any part of the railways or subways of the Company will be situate on the other hand to enter into and carry into effect agreements with respect to the supply by or to the Company to or by such other company authority body or person of electrical energy or power.

14. To empower the Company on the one hand and the London County Council the Middlesex County Council and any council corporation and other local authority and any railway company and any company or body interested in or having the control or management of streets roads railways sewers water gas or other pipes wires or apparatus or any one or more of them on the other hand notwithstanding any statutory provisions to the contrary to enter into and carry into effect and to alter and vary contracts agreements and

arrangements for or with respect to the construction maintenance or user of the authorised works of the Company or 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 works and property the formation and user of approaches to and junctions with the authorised railways of the Company or the intended railway or subways from any railways subways streets roads or public places the contribution of funds and any incidental matters and to provide for the settlement by arbitration or otherwise of any dispute between the Company and any such council corporation authority company or body under or with reference to the subject matter of any such contract agreement or arrangement or under any existing agreements or statutory provisions with reference to the matters aforesaid and to alter and amend any such agreement and provisions accordingly.

15. To authorise or require the London County Council the Middlesex County Council and any council corporation local authority railway company and any other company or body or some or one of them to subscribe and contribute funds towards the making and maintaining of the intended works or any or some of them or any or some part or parts thereof respectively to empower them or some or one of them to take and hold shares in the capital of the Company and to guarantee the payment of interest dividend annual or other payment in shares or stock and the principal and interest of any loan of the Company and for all or any such purposes and for the fulfilling of any agreements entered into by them or any of them with the Company to empower and if need be require and empower them to apply their existing rates dues or other revenues which they are or may be authorised to raise and to raise further money from time to time or by borrowing on the security of any property belonging to them or any of their rates dues or revenues on mortgage or bond debenture stock or otherwise.

16. To authorise and empower the Company at their authorised or intended stations to put up advertisements relating to the Company's business or otherwise and to alter and amend section 68 of the Act of 1893.

17. To empower the Company on the one hand the Brompton and Piccadilly Circus Railway Company the Central London Railway Company and any company which may be authorised by any Act to be passed in the ensuing Session of Parliament to construct railways or tramways near to or in connection with the railways of the Company or any of them on the other hand 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 of them of their respective railways tramways or 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 or tramways of the contracting parties or any of them the supply and maintenance of engines stock and plant the supply of electricity or electrical energy or power the fixing collection payment appropriation apportionment and distribution of the tolls rates income and profits arising from the respective railways and works of the contracting companies or any of them or any part thereof and the employment of officers and servants and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

18. To authorise the appointment of joint committees of the contracting parties to carry into effect any agreements entered into under the provisions of the intended Act.

19. To enable the Company notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares stocks or debenture stock of the Company.

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

21. To authorise the Company to raise further capital for the purposes of the intended Act and any other Act of the same Session and also for the completion of the railways and other works already authorised and 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 such purposes any capital or funds now belonging to the Company or hereafter to belong to them or under the control of their directors.

22. To incorporate with the intended Act and to extend to the Company and to the railway and works proposed to be constructed under the intended Act all or any of the provisions of (amongst others) of the Companies Clauses Consolidation Act 1845; the Companies Clauses Act 1863; and the Companies Clauses Act 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act 1845; the Railways Clauses Act 1863; and the Electric Lighting Acts 1882 to 1899; with such alterations and amendments as may be deemed expedient and to enable the Company to exercise the powers or any of the powers contained in those Acts.

23. To alter amend and extend and if need be repeal the provisions or some of the provisions of the several Acts of Parliament following (that is to say) the Charing Cross Euston and Hampstead Railway Acts 1893 to 1900 and all other Acts relating to or affecting the Company or their undertaking the Brompton and Piccadilly Circus Railway Act 1897 and all other Acts relating to or affecting the Brompton and Piccadilly Circus Railway Company or their undertaking the Central London Railway Act 1891 and all other Acts relating to or affecting the Central London Railway Company or their undertaking.

24. And notice is hereby given that on or before the 30th day of November instant duplicate plans and sections of the railway and works proposed to be authorised by the intended Act showing the lines and levels thereof and plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act 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 be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House Clerkenwell and with the Clerk of the Peace for the county of Middlesex at his office at the Guildhall Westminster 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 of the areas hereinafter mentioned in or through which the said railway 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 or acquired compulsorily under

the powers of the intended Act are situate with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows (that is to say):—

In the case of the city of Westminster with the Town Clerk of that city at his office in the case of the borough of Holborn with the Town Clerk of that borough at his office in the case of the borough of Saint Marylebone with the Town Clerk of that borough at his office in the case of the borough of St. Pancras with the Town Clerk of that borough at his office in the case of the borough of Hampstead with the Town Clerk of that borough at his office and in the case of the urban district of Hendon with the Clerk to the Council for the said district at his office.

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 15th day of November 1900.

GEORGE D. PERKS 9 Clements-lane London  
E.C. Solicitor for the Bill.

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

In Parliament.—Session 1901.

#### Aldershot Gas and Water.

(Power to make Agreements between the Company and the York Town and Blackwater Gas and Coke Company, Limited, as to the Purchase of the whole or part of the Undertaking of the York Town Company; Incidental Powers to such Companies; Extension of Limits of Supply of Gas to the Parishes of Cove, Fleet, Crookham, and Ewshot, in the County of Hants, and such parts of the Parishes of Yateley and Hawley, in the same County, as are not included in York Town and Blackwater Gas and Coke Company's District, and to the Parish of Seale, in the County of Surrey; Power to Acquire Additional Lands by Agreement; Use of Lands for the Manufacture and Storage of Gas, &c.; Erection and Maintenance of Gas Works, &c.; Additional Capital; Additional Borrowing Powers; Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Aldershot Gas and Water Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act for the following or some of the following purposes (that is to say):—

1. To authorise and empower the Company on the one hand, and the York Town and Blackwater Gas and Coke Company, Limited (hereinafter called "the York Town Company") on the other hand, to make and enter into Contracts or Agreements for the purchase by the Company and the sale by the York Town Company of the undertaking authorised by the York Town and Blackwater Gas Order, 1890, confirmed by the Gas Orders Confirmation (No. 1) Act, 1890, and the York Town and Blackwater Gas Order, 1899, confirmed by the Gas and Water Orders Confirmation Act, 1899, and all real and personal property, rights, powers, privileges, obligations, and authorities of the York Town Company, or any part thereof, and to make such contracts or agreements obligatory upon trustees and persons under disability, and to confer all necessary powers upon trustees and persons under disability, and to confirm with or without variation any Contract or Agreement which may have been or may be made for or in relation to any such purpose. To provide if necessary for the dissolution and winding up of the York Town Company. The Bill will or may contain all



the necessary powers as and from the date of any such purchase or transfer for giving effect to the same fully and effectually.

2. To authorise the Company as and from any such purchase and sale hereinbefore referred to, to exercise and enjoy, perform, fulfil and discharge in or over the undertaking of the York Town Company, or such part thereof as shall be acquired by the Company, all the rights, powers, privileges, authorities, and obligations of the York Town Company as to the use and enjoyment of their works and Undertaking.

3. To alter and extend the limits within which the Company are authorised to supply gas, so as to include within such limits the parishes of Cove, Fleet, Crookham, and Ewshot, in the county of Hants, and such parts of the parishes of Yateley and Hawley, in the same county, as are not included in the York Town Company's district, and the parish of Seale, in the county of Surrey, and to authorise the Company within and throughout such extended limits to supply gas, and to have and exercise all or any of the powers, rights, privileges, and authorities conferred upon them by the Aldershot Gas and Water Act, 1866, and all other Acts or Orders relating to the Company or their Undertaking, whether with reference to the supply of gas, the levying, charging, and recovery of rents, rates, and charges, or otherwise.

4. To enable the Company to purchase, take on lease, or acquire by agreement such further and additional lands, easements, or property, as may hereafter be required, and to hold the same for the general purposes of their Undertaking.

5. To authorise the Company on the lands hereinafter described, or on some part or parts of such lands respectively, to make, erect, and maintain gas works, retort houses, retorts, gas holders, tanks, purifiers, stores, mains, pipes, meters, machinery, and other apparatus, works, and conveniences for the storage of material, and the manufacture and supply of gas, coke, tar, pitch, and other residual products obtained in the manufacture of gas and matters producible therefrom, and on the said lands or some part or parts thereof, to make, store, and convert gas and all other residual products, as aforesaid; and to manufacture, purchase, hire, sell, supply, and deal in coal, coke, tar, pitch, lime, ammoniacal liquor, sulphate of ammonia, oil, and other residual products arising or resulting from, or used in the manufacture of gas, and meters, tubes, pipes, burners, fittings, apparatus, and other articles and things in any way connected with the supply of gas.

The lands above referred to are situate in the parishes of Aldershot, Fleet, and Farnborough, in the county of Hants, and Seale, in the county of Surrey, and are

Firstly.—All that piece of land situate in the parish of Aldershot, in the county of Hants, and lying between the Company's tramway (running from the gas works at Aldershot to the Tongham Railway Station) and the Blackwater Stream, containing by estimation 4 acres or thereabouts, as the said piece or parcel of land is bounded on the north and east by the said stream, on the north by the public highway leading from Aldershot to Ash, and on the south and west by the said tramway, which said piece or parcel of land has been already acquired by the Company, under the powers of the Aldershot Gas and Water Act, 1896.

Secondly.—A piece of land in the parish of Fleet, in the county of Hants, containing 4 acres or thereabouts, situate in and having a frontage of 1,000 feet to the Velmead-road to the south, bounded north by the Basingstoke Canal, and

land now or late of John Jeffkins' Devises, and east by property of the proprietors of the Basingstoke Canal, which said piece or parcel of land is now the property of Alfred Pearson, of Fleet, aforesaid, gentleman.

Thirdly.—All that piece or parcel of land in the parish of Fleet aforesaid, containing one acre or thereabouts, bounded on the south by the London and South Western Railway, and on the west by the public highway running from Fleet to Cove, on the north by land belonging to Jackson, Esq., and on the east by property belonging to Her Majesty's Principal Secretary of State for War.

Fourthly.—All those two pieces or parcels of land, containing in the whole about one acre, situate in the parish of Farnborough, in the county of Hants, and bounded on the north by the Blackwater Stream, on the west by the main road leading from Farnborough to Frimley, on the south by a right of way to certain cottages on the South Eastern Railway, and on the east by land belonging to the Rector of Frimley.

Fifthly.—All that piece of land situate in the parish of Seale, in the county of Surrey, containing one acre or thereabouts, and lying to the south of the Company's said tramway, and bounded on the north by the said tramway, on the east and south by the line of the London and South Western Railway Company, on the west by land belonging to Messrs. Trimmer, which said land has been acquired by the Company under the power of their said Act of 1896.

6. To authorise the Company to raise for any of the purposes of the Bill and the general purposes of their Undertaking, additional capital by the creation and issue of new shares and stock and by borrowing on mortgage, or by creation and issue of debenture stock, or by any of such means, and to attach to such new shares or stock any preference or priority of dividend, and to apply to the purposes aforesaid any capital funds or money now belonging to or authorised to be raised or borrowed by the Company under its existing Acts or Orders, and to arrange, consolidate, or classify, if considered expedient, the new preference or ordinary shares and stock with the existing shares and stock of the Company of a similar class, and issue the same under, and subject to the like terms and conditions, or subject to such terms and conditions as may be prescribed by the Bill.

7. To confer upon the Company all powers, rights, privileges, and authorities which are or may become necessary for carrying the purposes of the intended Act into complete and full effect; to levy and recover rates, rents, and charges in respect of the supply of gas within the proposed extended limits of supply, and to vary and extinguish existing charges, and to confer, vary, or extinguish exemptions from the payment of rates and charges.

8. The Bill will or may incorporate, with or without modification, all or some of the provisions of the Gas Work Clauses Acts, 1847 and 1871, the Waterworks Clauses Acts, 1847 and 1863, the Companies Clauses Consolidation Acts, 1845 and 1888, the Companies Clauses Acts, 1863 and 1869, and the Lands Clauses Acts, and will confer on the Company all necessary powers for the purposes aforesaid, and vary or extinguish all rights and privileges which would impede or interfere with such purposes, and confer other rights and privileges.

9. To alter, amend, and repeal, so far as may be necessary, all or some of the provisions of the York Town and Blackwater Gas Order, 1890, and the York Town and Blackwater Gas Order, 1899, and any other act or order relating to the

York Town Company, the Aldershot Gas and Water Act, 1866, and any other acts or orders relating to the Aldershot Gas and Water Company or their Undertaking.

On or before the 17th day of December next, printed copies of the Bill will be deposited with the Clerk of the Parliaments, and at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1900.

FOSTER and WELLS, Solicitors, Aldershot.  
 BLYTH, DUTTON, HARTLEY and BLYTH,  
 112, Gresham House, Old Broad-street,  
 London, E.C., Parliamentary Agents.

Board of Trade.—Session 1901.

Cheriton Urban District Tramways.

(Construction of Tramways; Gauge; Motive Power; Power to Urban District Council to Work Tramways, and to Levy Tolls, Rates, and Charges; Generating Station for Electricity; Agreements as to Sale or Lease of Tramways; the Borrowing of Money; the Incorporation, Amendment, and Repeal of Acts; and other Matters.)

NOTICE is hereby given, that the Urban District Council of Cheriton, in the county of Kent (hereinafter called "the District Council"), intend to apply to the Board of Trade before the 23rd day of December next, for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing Session, for all or some of the following, amongst other purposes, (that is to say) :—

To authorise the District Council to construct and maintain, in the parish of Cheriton, in the county of Kent, the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, triangles, waiting rooms, stables, carriage houses, sheds, buildings, 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 any tramway is to be laid, or to the junction or intersection of any streets or roads, the distance is to be taken as measured from the point at which the 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. Where any distance is given with reference to any point on the proposed tramways, the distance is to be taken as measured (unless otherwise stated) along the centre line of such tramway.

The tramways proposed to be authorised are the following :—

Tramway No. 1.—Being a single line throughout, commencing at the borough boundary of Hythe, in Horn-street, and running along Horn-street for a distance of 4 furlongs 7.5 chains or thereabouts, and terminating in Cheriton-street at the junction with Tramway No. 2.

Tramway No. 2.—Being a single line throughout, commencing at the termination of Tramway No. 1, running along Cheriton-street for a distance of 4 furlongs 9.5 chains or thereabouts, and terminating at the junction of Tramways Nos. 3 and 4.

Tramway No. 3.—Being a single line throughout, commencing at the boundary of the Sandgate Urban District Council, and

running for a distance of 9.5 chains or thereabouts, and terminating at the junctions of Tramways Nos. 2 and 4.

Tramway No. 4.—Being a single line throughout, commencing in Cheriton-street at the junction of Tramways Nos. 2 and 3, and running for a distance of 1 furlong 7.45 chains or thereabouts, and terminating at the boundary of the borough of Folkestone.

In the following instances the said tramways are intended to be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpaths on the side or sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway :—

Tramway No. 1.—In Horn-street, on both sides thereof, running from the borough boundary of Hythe to Cheriton-street, along its whole length.

Tramway No. 2.—In Cheriton-street, on the south side of its whole length, and on the north side at passing places.

Tramway No. 3.—In Risborough-lane, on both sides thereof, running the whole length of Tramway No. 3.

Tramway No. 4.—From the junction of Nos. 2 and 3 Tramways to the borough boundary of Folkestone (except from Broomfield-road eastwards to Ashley-avenue).

The said intended tramways are proposed to be constructed on a gauge of 4 feet 8½ inches, or to such other gauge as may be approved by the Board of Trade, and it is not intended to run thereon carriages or trucks adapted to run on railways.

To empower the District Council to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified therein, as may be necessary or convenient to the efficient working of the intended tramways or any of them, or for affording access to the stables, carriage houses, buildings, sheds, and works of the District Council or their lessees, or for effecting junctions with the system of any other corporation, district council, company, or person.

To empower the District Council, for all or any of the purposes of the Order, to stop, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, electric lighting mains or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

To empower the District Council from time to time, when, by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramways, and to make and lay down temporarily or permanently in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

To provide for the repair by the District Council, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any tramway may, for the time being, be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the intended tramways.

To empower the District Council to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines on any tramway belonging to them.

To empower the District Council from time to time to take up and remove any tramways belonging to them, and to relay the same in such part of the street or road as the District Council may think fit.

To empower the District Council from time to time to work the said intended tramways by animal power, and by any mechanical power (including in that expression electric and any other motive power not being animal power), and partly by one power and partly by another, and for that purpose to authorise the erection, placing, making, and maintenance of works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity or other power, and the laying down, erection, construction, and maintenance above, upon, and below the surface of the ground, and the attaching to houses and buildings of mains, wires, pipes, conductors, cables, posts, brackets, boxes, ropes, apparatus, and things necessary or proper for the transmission of electricity or other power, and the working of the said tramways, or any of them, by electricity or other power.

To empower the District Council to work the said intended tramways, and to place and run carriages thereon, and to demand and take tolls in respect of the use of such carriages.

To authorise the District Council and their lessees, or other the person or persons working the said intended tramways to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To empower the Council to use the lands now belonging to them, and hereinafter described, or some of them, for the purpose of a station or stations for generating electrical energy, and to erect, maintain, and use thereon such buildings, engines, dynamos, and other machinery, apparatus, works, and conveniences, as may be necessary or suitable for these purposes (that is to say) :—

A piece of land, being part of the Oaks Estate, in Risborough-lane, Cheriton, containing 2 acres, more or less, having a frontage to Risborough-lane of 455 feet or thereabouts, and abutting on the north to the South Eastern and Chatham Railway, on the west to a footpath running from Cheriton-street to Church-road, and on the south to a road known as Oaks-road.

To authorise the District Council from time to time to enter into and fulfil contracts and agreements with any other corporation, council, or any company or person owning or lawfully working or using any tramways for and in relation to the construction, working, lease, sale, and purchase of the whole or any part of the said tramways, and the tramways of such other corporation, council, company, or person, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed upon, or as the Order may define, and to confirm any such contracts and agreements which may have been or which during the progress of the Order may be entered into.

To enable the District Council for all or any of the purposes of the intended tramways and works, to acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and to hold offices, buildings, waiting-rooms, and other conveniences on any such lands.

To empower the District Council to borrow money for all or any of the purposes of the Order, to charge the moneys so raised or borrowed and the general interest thereon on the district fund and the general district rate of the district, and on the properties and revenues of the District Council, and to empower the Council to apply any of their funds to any of the purposes of the Order.

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

To incorporate with the Order, with or without amendments, all or some of the provisions of the Tramways Act, 1870, and the Lands Clauses Act.

Plans and sections of the proposed tramways and works, and a copy of this advertisement, will be deposited, on or before the 30th day of November, 1900, for public inspection, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county, and with the clerk of the urban district of Cheriton, at the Public Offices, Cheriton, in the said county; and on or before the same day copies of the said plans and sections, and of this advertisement, will be deposited at the office of the Board of Trade, Whitehall, London, with the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of the House of Commons.

The draft of the Order will be deposited at the office of the Board of Trade before the 23rd day of December, 1900, and printed copies of the draft Order when deposited, and of the Order when made, will be obtainable at the price of one shilling each at the respective offices of the undermentioned Solicitor and Parliamentary Agents.

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, 1901, and copies of such objections must, at the same time, be sent to the undersigned Solicitor or Parliamentary Agents on behalf of the District Council.

In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the solicitor or agents to the District Council.

Dated this 12th day of November, 1900.

W. CHARLES JAMES, Cheriton, Solicitor for the Order.

R. W. COOPER and SONS, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Southampton and Winchester Great Western Junction Railway.  
(New Railways in County of Southampton and County Borough of Southampton and City of Winchester; Lateral and Vertical Deviation; Stopping up, &c., of Streets, &c.; Underpinning; Compulsory Purchase of Lands for

Railways and Works; Provisions as to Maintenance of Roads, Purchase of Parts only of Premises, and Superfluous Lands; Tolls, Rates, and Charges; Working and other Agreements and Traffic Arrangements with Great Western, London and North Western, Great Central, London and South Western and Didcot Newbury and Southampton Railway Companies, and Southampton Harbour Board; Running Powers over Didcot Newbury and Southampton Railway, and Great Western Railway; Agreements with Corporation of Southampton and others; Traffic Facilities, Arrangements, and Agreements; Payment of Interest out of Capital during Construction; Miscellaneous and Incidental Provisions.)

**N**OTICE 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 among other purposes (that is to say):—

1. To incorporate a Company, and to confer upon that Company (hereinafter called "the Company") powers to make and maintain the railways hereinafter described, or some part or parts thereof, with all necessary stations, junctions, sidings, roads, bridges, approaches, buildings, machinery, works, and conveniences connected therewith (that is to say):—

A railway (No. 1) wholly in the county of Southampton, commencing in the parish of Milland, in the city and borough of Winchester, by a junction with the Didcot Newbury and Southampton Railway at or near the point where the footbridge at the south end of the goods yards of the Didcot Newbury and Southampton Railway Company at Winchester crosses that Company's railway, and terminating in the parish of Twyford at a point 360 yards or thereabouts measured along the Didcot Newbury and Southampton Railway north of the centre of the bridge carrying that Railway over the road which crosses the valley of the Itchen near St. Cross Mill, leading from St. Cross to the village of Twyford.

A railway (No. 2) wholly in the county of Southampton, commencing at the termination of Railway No. 1 above described, and also by a junction with the Didcot Newbury and Southampton Railway at the said point of termination above described, and terminating in the parish of St. John in the county borough of Southampton by a junction with the railway or tramway of the Southampton Harbour Board at a point thereon 35 yards or thereabouts measured in a south-easterly direction from the south-east corner of French-street.

The railways will be made in or pass from, through or into the parishes of Milland and Chilcomb (within), in the borough of Winchester, the parish of Chilcomb (without), in the rural district of New Winchester, the parishes of Twyford, and Otterbourne, the parish of Eastleigh and Bishopstoke in the urban district of Eastleigh and Bishopstoke, the parishes of North Stoneham and Chandler's Ford, the parish of Chilworth in the rural district of South Stoneham, the parish of Rownhams, and the parishes of Shirley, All Saints, Saint Michael, Saint John, and Holyrood, in the county borough of Southampton, or some of them, all in the county of Southampton.

2. To authorise the Company to deviate laterally from the lines of the intended railways and works within the limits of lateral deviation shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on

the sections hereinafter mentioned, to such extent as may be provided by the intended Act, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act 1845, and Acts amending the same, or otherwise.

3. To empower the Company to cross, stop up, alter, divert or otherwise interfere with, temporarily or permanently, all such roads, streets, footpaths, highways, bridges, landing places, piers, quays, rights of way, ferries, river-walls, sea-walls, flood-banks, railways, tramways, canals, rivers and streams, pipes, sewers, drains, telegraph, telephone or electric 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 railways and works.

4. To authorise and provide for the underpinning or otherwise strengthening and securing of any house, building, or premises under or in proximity to which the railways may be designed to pass, and which may not be required to be taken under the provisions of the intended Act.

5. To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses and other property for the purposes of the intended railways and works; and also easements and rights in, over, under, or upon lands and other property.

6. To provide by what means and by what road authorities, bodies, or persons, the new or diverted, or substituted streets, roads, or footpaths to be constructed, diverted, or substituted under the powers of the intended Act shall be maintained and repaired, and the intended Act will or may provide that the Company shall not be liable under the 46th Section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road which shall be carried over the railways by a bridge or bridges, unless the level of such road is permanently altered so as to increase the gradient of any part thereof.

7. To authorise and regulate the holding and disposal of any lands acquired by the Company for the intended railways and works, but not used therefor, and to exempt all or any lands purchased under the powers of the intended Act from the provisions of the Lands Clauses Consolidation Act, 1845, relating to superfluous lands.

8. To authorise the Company to purchase, and take by compulsion, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, a part or parts of any house, building or manufactory, without being required or compelled to purchase the whole thereof.

9. To enable the Company to demand, take, and recover tolls, rates and charges upon or in respect of the intended railways and works, and to confer, vary or extinguish exemptions from tolls, rates and charges.

10. To authorise the Company, on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Great Central Railway Company, the London and South Western Railway Company, the Didcot Newbury and Southampton Railway Company, and the Southampton Harbour Board, 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, working, running over, use, management, and maintenance by any of the contracting parties of their respective railways, tramways, quays, docks, wharfs, and works or any of them, and of the intended railways and works, or any part or parts thereof respectively, and the conveyance of traffic

thereon, the supply of rolling or working stock and machinery, and of officers and servants for the purposes of the traffic of such railways and works, the payments to be made and the conditions to be performed with respect to such construction, working, running over, use, management, maintenance, and supply, the interchange, accommodation, conveyance and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting parties or any of them, the levying, fixing, division, apportionment and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any of the contracting parties to the other, or others, of them for, or on account of, any of the matters to which the respective contract, agreement, or arrangement relates, 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 any such contract, agreement, or arrangement already made, or which, prior to the passing of the intended Act may be made.

11. To require and empower the before mentioned Companies and Board upon such terms and conditions as shall be agreed or settled by arbitration, or provided by the intended Act, to receive, book through, forward, accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages, and traffic of whatever description, to or from, or over the whole or any part of the railways of the Company or railways connected therewith so as to prevent undue interruption, diversion, or delay in the passage of the said traffic; and to provide full and proper facilities of all kinds for the traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the intended Act may define, and (if need be) to alter and vary the tolls and charges which the said Companies and Board are now authorised to receive and take upon their railways and tramways, or the railways leased to them or under their management or control, and to confer, vary, or extinguish exemptions therefrom.

12. To empower the Company and all companies and persons lawfully working, running over, or using the railways of the Company or any of them or any part or parts thereof, to run over and use with their engines and carriages, officers, and servants, and for the purposes of their traffic of every description upon such terms and conditions and upon payment of such tolls, rates, and charges as may be agreed upon or in default of agreement as may be settled by arbitration or defined by the intended Act, the railways hereinafter mentioned, or some part or parts thereof, together with the stations, sidings, roads, watering places, water supply, booking, and other offices, warehouses, sheds, junctions, points, signals, landing places, depôts, works, conveniences and appliances on or connected therewith respectively (that is to say):—

The railways of the Didcot Newbury and Southampton Railway Company,

The railways of the Great Western Railway Company (a) between the junction of the Didcot Newbury and Southampton Railway with the Great Western Railway at Didcot and the Didcot Station on the latter railway, including that station; (b) between the junction of the Didcot Newbury and Southampton Railway with the Great Western

Railway east of the Newbury Station on the latter railway and the junction of the same railways at Enborne, including the said Newbury Station,

and to require and compel the Companies owning, working, or using the said railways, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy tolls, rates, and charges in respect of passengers and traffic conveyed by them over the before-mentioned railways under the powers of the intended Act, and if need be to alter and restrict the tolls, rates, charges, and duties now leviable, and to fix and to determine the tolls, rates, charges, and duties to be hereafter taken upon or in respect of the said railways and the works and conveniences connected therewith.

13. To empower the Company and the mayor, aldermen, and burgesses of the county borough of Southampton, and any other local authorities, companies, and persons to enter into and carry into effect contracts, arrangements, and agreements with respect to all or any matters connected with the construction, maintenance, and use of the intended railways and works, and the lands required therefor.

14. To provide for vesting in the Company the fee simple of all or some part of the land to be reclaimed by the construction of the intended railways and works.

15. To sanction and confirm any contract, arrangement, or agreement between the Company and the said Corporation of Southampton, and any other local authorities, companies, bodies or persons or any of them, and the before-mentioned railway companies, and Harbour Board, which, prior to the passing of the intended Act, may be made with respect to all or any of the matters aforesaid or connected with the objects and purposes of the intended Act.

16. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, and Acts amending the same, to pay out of the capital or any of the funds of the Company from time to time, during construction, interest or dividends on any shares or stock of the Company.

17. The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will or may incorporate with itself, with or without exceptions and modifications, the provisions of the "Companies Clauses Acts, 1845 to 1889," the "Lands Clauses Acts," and the "Railways Clauses Acts, 1845 and 1863."

18. So far as may be necessary for any of the purposes aforesaid, the intended Act may amend and extend the following local and personal Acts or some of them (that is to say): 5 and 6 Will. IV, cap. 107, and any other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North Western Railway Company; 12 and 13 Vict., cap. 81, and any other Acts relating to the Great Central Railway Company; 4 and 5 Will. IV, cap. 88, and any other Acts relating to the London and South Western Railway Company; 36 and 37 Vict., cap. 229, and any other Acts relating to the Didcot Newbury and Southampton Railway Company; The Southampton Harbour Act, 1863, and any other Acts relating to the Southampton Harbour Board or to the port or harbour of Southampton; the Southampton Improvement Act, 1844, and any other Acts relating to the Corporation of Southampton.

19. Duplicate plans and sections describing the

line, situation and levels of the proposed railways and 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, also an Ordnance map with the line of the intended railways 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 with the Clerk of the Peace for the county of Southampton, at his office at Winchester.

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 several areas hereinafter described, in which the intended works are to be made, or in which any lands to be taken are situate, will be deposited, together with a copy of this Notice, at the places respectively stated as follows:—

So far as relates to the county borough of Southampton, and the borough of Winchester, with the Town Clerks of those boroughs at their offices respectively.

So far as relates to the respective parishes of Twyford, Otterbourne, North Stoneham, Chandler's Ford, and Rownhams, with the respective Clerks of the parish councils of those parishes at their respective offices, or if any of them should not have an office, at his residence, or if there be no Clerk, with the Chairman of such council, at his residence.

So far as relates to the urban district of Eastleigh and Bishopstoke with the Clerk of the Urban District Council of that district at his office.

So far as relates to the parish of Chilcomb (without) with the Clerk of the Rural District of New Winchester at his office.

So far as relates to the parish of Chilworth with the Clerk of the Rural District Council of South Stoneham at his office in Portland-street, Southampton.

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 19th day of November, 1900.

CHARLES RUSSELL and Co., 37, Norfolk-street, Strand; PARIS, SMITH and RANDALL, Southampton; F. I. and J. C. WARNER, Winchester, Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Electric Power (Yorkshire).

(Incorporation of Company; Power to establish Generating Stations and Works and Supply Electricity, &c., in parts of the West Riding of the County of York; Compulsory Taking and User of Lands, Roads, &c.; Breaking-up of Streets, &c., and exercise of other Powers; Rates, &c.; Provisions as to supply; Agreements with and Powers to Local Authorities, Companies and Bodies; Incorporation and 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 effecting all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter called ("the Company")) for the purpose of establishing and carrying on electric works for and generat-

ing, producing, using and supplying electric energy or power, and doing all things necessary for or ancillary to that purpose and generally for the purposes of the Bill.

To empower the Company to enter upon, take, and use, compulsorily or otherwise, and to hold, amongst other lands, the lands in the West Riding of the county of York hereinafter mentioned, or some of them, or some part or parts thereof respectively, and any estates, rights, or interests, or any easements over the same (that is to say):—

(1) The lands situated in the parish and urban district of Methley, near to the Methley Savile Colliery, numbered on the Ordnance Map (scale  $\frac{1}{25000}$ ) 590 in the said parish, which land is bounded on the north by the towing path of the Aire and Calder Canal, on the east by a canal lock of the trustees of the Aire and Calder Navigation, and by land belonging to the Earl of Mexborough, on the south-west by the Mineral Railway of the Methley Savile Colliery, and on the west by land in the occupation of Henry Briggs, Son, and Company, Limited.

(2) A plot of land situated in the parish of Adwick-upon-Deerne, in the rural district of Doncaster, bounded on the north-west by the Great Central Railway; on the north-east by the Midland Railway; on the south in part by the sidings owned by the Manvers Main Colliery, Limited, and in part by a road known as the Wath and Doncaster-road, and on the west by the boundary between the parishes of Adwick-upon-Deerne and Wath-upon-Deerne.

(3) A plot of land situated in the township and parish of Thornhill, in the urban district of Thornhill, near to the Ravensthorpe and Thornhill goods station of the London and North-Western Railway Company, numbered on the said Ordnance Map 414, in the parish of Thornhill, bounded on the north-west by the towing-path of the river Calder and Hebble Navigation, on the north by the Calder and Hebble Navigation New Cut, on the south and south-east by the Leeds, Dewsbury and Manchester branch of the London and North-Western Railway and the aforesaid goods station, and on the west by the public road leading from the Ravensthorpe-road past the said goods station to Ravensthorpe.

(4) The lands situated in the township and parish of Bingley, in the urban district of Bingley, numbered respectively on the Ordnance Map (scale  $\frac{1}{25000}$ , 1st edition 1893) 1391, 1392, 1393, and 1410, in the said parish of Bingley.

And to empower the Company, upon all or any of such lands and premises, or any part thereof respectively, to erect, maintain, work, and use a station or stations for producing, generating, using, transforming, transmitting, conveying, and distributing electrical energy or power, and any material, product, matter, or thing arising or used in the process of such generation or transformation, with all necessary dynamos, batteries, accumulators, storage-motors, generators, engines, plant, machinery, works, buildings, appliances, apparatus, and conveniences for that purpose, and to produce, generate, transform, transmit, convey, store, use, and distribute such energy; power, materials, products, matters, and things, and to supply and distribute the same to and within the following limits, or some part or parts thereof, that is to say:—

That portion of the West Riding of the county



of York which lies to the southward of a line drawn along the southern bank of the river Ouse from its mouth to the junction therewith of the river Wharfe, thence proceeding along the southern bank of the river Wharfe to the bridge over that river known as Bolton-bridge, thence westwardly along the main road past Bolton Bridge village, the "Devonshire Arms," Hambleton-cottages, Long Causeway, and New Luthe, to the bridge over the Skipton and Ilkley branch of the Midland Railway, between New Lathe and Skibeden, thence along the Skipton and Ilkley Railway to its junction with the Shipley and Colne extension of the Midland Railway and thence along the said Shipley and Colne Extension Railway to the point at which that railway crosses the boundary between the counties of York and Lancaster.

To empower the Company, within such limits, to purchase, erect, maintain, manufacture, work, use, produce, store, supply, sell, let, and dispose of lands, or interests, or easements, in or over lands, stations, storehouses, buildings, collieries, dynamos, accumulators, engines, batteries, machinery, vessels, apparatus, works, plant, stock, electric energy or power, and any materials, products, matters, or things arising or used in the process of producing, generating, using, or transforming such energy or power, and accumulators, meters, fittings, lamps, storage, motors, apparatus, matters and things, and to exercise such powers, and to do such work, and supply such materials, and use such power as may be necessary or convenient in and for the production, storage, transmission, conveyance, measurement, distribution, use, and supply of electric energy, or of power, and for providing and working materials for that purpose, or for fitting up and repairing such articles, matters, and things as aforesaid, or to make charges therefor or otherwise for carrying on the undertaking of the Company.

To authorise the Company to take and acquire, compulsorily or by agreement, easements, or rights of access, in, over, and under (1) the footpath running from the aforesaid property numbered 590 on the Ordnance Map, in the parish of Methley under the Mineral Railway of the Methley Savile Colliery, and across the property numbered on that map 595 in that parish, and (2) the occupation road which runs from the said property 595 through the property numbered on the said map 587 in the said parish, to the public road at Methley Station, and in, over, and under the property adjoining on each side of the said footpath and road respectively, and to empower the Company to open and break up the surface and soil of the said footpath and roadway and adjoining property, and to lay down, maintain, use, repair, remove and inspect drains, pipes, cables, wires, tubes, casing, troughs, inspecting chambers, boxes, posts, and apparatus therein, thereon, or thereunder.

To authorise the Company to open, break up, and interfere with streets, roads, public places, ways, footpaths, towing paths, railways, tramways, rivers, canals, bridge, culverts, sewers, drains, pipes, telegraphic or pneumatic tubes, wires and apparatus, and to lay down, set up, maintain, renew or remove, either above or under ground, pipes, tubes, wires, casings, troughs, inspection chambers and boxes, posts, apparatus, and other works, matters and things, including pipes for conveying water, and any materials, matters and things used in, or resulting from their operations to or from their works, and for those purposes, or any of them, to exercise within such limits the powers, or some of the

powers, of the Gasworks Clauses Act, 1847, or the Waterworks Clauses Act, 1847, whether with or without modification or amendment.

To authorise the Company to take, collect, and recover rates, rents and charges for the supply of electric energy, or of power, or any materials or products resulting from, or arising, or used in the generation or transformation of such energy or power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith within the limits aforesaid, and to provide for regulating the method of charging for electric energy, or of power or such materials or products supplied therein, and the dividends to be paid and the profits to be made by the Company.

To make special provision with respect to the rights and obligations of the Company to afford a supply of electric energy or of power, and the terms and conditions on which, and the bodies and persons to whom such supply will be afforded, and the exercise of all or any of the powers aforesaid affecting streets and roads, and the control and regulation of the operations of the Company, and if and so far as necessary to exempt the Company from the provisions of the Electric Lighting Act, 1882, or the Electric Lighting (Clauses) Act, 1899, in that respect.

To authorise the Company, and any local authority, and any water, canal navigation company, or the trustees of any navigation or any other Company, body, or person within the limits of supply as defined as aforesaid to enter into and carry into effect agreements with respect to all or any of the following matters (that is to say):—

The supply by or to the Company, to or by any such local authority, Company, body, or person of electric energy, or of power, plant, fittings, or materials.

The prices to be charged for and the terms and conditions of such supply.

The execution on behalf of the Company by such authority, trustees, company, body or person of any works in reference to the supply or use of electric energy or of power within the aforesaid limits of supply, or the exercise of any of the powers of the Company by such authority, trustees, company, body or person or the exercise by the Company of any powers of such local authority, trustees, company, body or person.

The supply by such local authority, trustees, company, body or person of water to the Company for condensing and other purposes of their undertaking; and to confer all necessary powers on any such authority, trustees, company, body or person to enable them to carry out the provisions of any agreement, and to confirm and give effect to any such agreements.

To incorporate with the Bill, with or without alteration or modification, the Companies Clauses Consolidation Act, 1845, and any Acts amending the same, and the Lands Clauses Acts, and to extend and apply to the proposed undertaking and works and to the Company, with or without exception or variation, all or such of the provisions of the Electric Lighting Acts, 1882 and 1898, and the Acts incorporated therewith, and of the Schedule to the Electric Lighting (Clauses) Act, 1899, as may be thought expedient and applicable, and to exempt the Company from or apply to the Company, in a modified form, all or any of the provisions of those Acts, and especially, but not exclusively of those following (that is to say):—

- (1) Section 13 of the Electric Lighting Act, 1882, as amended by the Electric Lighting (Clauses) Act, 1899, with respect to the breaking up of railways or tramways or

roads over bridges, and the provisions of the said Acts with regard to overhead wires and also the provisions of the said Act of 1888 with respect to the purchase of the undertaking by the Local Authority.

- (2) The provisions of the Schedule to the said Act of 1899 with respect to the following matters, that is to say: the undertakers, to security and accounts, compulsory works, supply, price, electric inspectors, testing, inspection, revocation of powers, and nuisance.

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

And notice is hereby also given that plans, showing the lands which may be taken compulsorily, 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, 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 that on or before the same day a copy of so much of the said plans and book of reference as relates to any of the areas hereinafter referred to in which any lands intended to be taken or used compulsorily are situate, together with a copy of this notice as published in the "London Gazette," will be deposited as follows, that is to say:—

In the case of any urban district, with the Clerk of the District Council for such district at his office, and in the case of the parish of Adwick-upon-Deane with the Clerk of the District Council for the rural district of Doncaster at his office.

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 19th day of November, 1900.

MINET, PERING, SMITH & Co., 7, St. Helen's-place, London, E.C.; BARR, NELSON, & Co., 4, South-parade, Leeds, Solicitors for the Bill.

REES & FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Littleborough Urban District Tramways. (Construction of Tramways, Gauge, Motive Power; Alterations of existing Tramways in District when acquired by Council, to adopt them for working by Electrical or other Mechanical Power; Power to Urban District Council to work Tramways and levy Toll, Rates and Charges; Agreements as to Sale or Lease of Tramways; the Borrowing of Money and other matters.)

NOTICE is hereby given, that the Urban District Council of Littleborough, in the county of Lancaster (hereinafter called "the Council"), intend to apply to the Board of Trade on or before the 23rd day of December, 1900, for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing Session, for all or some of the following amongst other purposes (that is to say):—

To authorise the Council to construct and maintain in the Urban District and Parish of Littleborough, in the county of Lancaster, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turn-tables, turn-outs, crossings, passing places, stables, carriage-

houses, sheds, buildings, works, and conveniences connected therewith respectively.

(In the following descriptions of the proposed tramways the distances and lengths given for the purposes of describing the commencement or termination of any tramway or double line or narrow place are to read as if the words "or thereabouts" had been inserted after each such distance or length.)

The tramways proposed to be authorised are the following:—

Tramway No. 1.—1 mile 1 furlong 0·70 chains in length, wholly in the Urban District of Littleborough, in the county of Lancaster, commencing in New-road, Dearnley, at a point on the west of Halliday-lane, being the defined boundary between the said district and the Urban District of Wardle, being a junction with the intended tramway of the Rochdale Corporation at its point of termination, passing thence in a north-easterly direction along New-road, Featherstall-road, and Church-street, and terminating in the last-mentioned street at a point 2·17 chains east of the centre of Lodge-street by a junction with the existing tramway and Tramway No. 2.

The whole of the above-mentioned Tramway No. 1 will be laid as single line except at the following places, where it will be a double line (that is to say):—

- (a) In New-road between the points respectively 3·84 chains and 6·84 chains east of the centre of Arm-road.
- (b) In Featherstall-road between the points respectively 1 chain and 4 chains east of the centre of Starring-road.
- (c) In Featherstall-road between the points respectively 6·42 chains and 9·42 chains east of centre of High-street.
- (d) In Featherstall-road between the points respectively 3·40 chains and 6·40 chains east of the centre of Albion-street.
- (e) In Church-street between the points respectively 1·35 chains and 4·36 chains east of the centre of Charles-street.
- (f) In Church-street between the points respectively 0·92 chains and 3·92 chains east of the centre of Eastwood-street.

Tramway No. 1A.—2·75 chains in length, wholly in the Urban District of Littleborough aforesaid, commencing in Church-street by a junction with Tramway No. 1 at a point 2·05 chains east of the centre of Hare Hill-road, and passing thence in a southerly direction along Station-road, and terminating in that road at a point 1·25 chains south of the centre of lamp in the centre of Station-road.

The whole of the above-mentioned Tramway 1A shall be laid as a single line except at the following place, where it shall be laid as a double line (that is to say):—

- (a) From a point in Station-road directly opposite the centre of lamp in the centre of the said road to a point 1·25 chains south of the centre of such lamp.

Tramway No. 1B.—1·05 chains in length, wholly in the Urban District of Littleborough aforesaid, commencing in Station-road by a junction with Tramway No. 1A at a point 0·45 chains north of the centre of lamp in the centre of Station-road aforesaid, and passing thence in a north-easterly direction and terminating in Church-street by a junction with Tramway No. 1 at a point 2·12 chains west of the centre of Lodge-street.

The whole of the above Tramway 1B shall be laid as a single line.

Tramway No. 2.—1 mile 5 furlongs 1·83 chains in length, wholly in the Urban District of Littleborough aforesaid, commencing by a junction

with Tramway No. 1 in Church-street at a point 2·17 chains east of the centre of Lodge-street, and passing thence in an easterly direction along Church-street, thence in a northerly direction along Todmorden-road and terminating in the said road at a point 3·90 chains north of the centre of Schofield-street.

The whole of the above mentioned Tramway No. 2 will be laid as a single line except at the following places, where it will be laid as a double line (that is to say):—

- (a) In Church-street and Todmorden-road for a length of 3 chains eastward, and then northward between points 4·6 chains and 3·46 chains from the commencement of the said tramways and its junction with Tramway No. 1.
- (b) In Todmorden-road between the points respectively 7·50 chains and 10·50 chains north of the centre of Newall-street.
- (c) In Todmorden-road between the points respectively 8·72 chains and 11·72 chains north of the point where the centre of New Platt Brook crosses Todmorden-road.
- (d) In Todmorden-road between the points respectively 14·66 chains and 17·66 chains north of the centre of road to Townhouse.
- (e) In Todmorden-road between the points respectively 0·40 chain and 3·40 chains north of the centre of the footpath leading to Greenvale.
- (f) In Todmorden-road between the points respectively 1·70 chains and 4·70 chains north of the centre of the entrance to Grove Mill.
- (g) In Todmorden-road between the points respectively 10·46 chains and 13·46 chains north of the centre of the entrance to Grove Mill.
- (h) In Todmorden-road between the points respectively 3·40 chains and 9·40 chains north of the centre of railway under the said road.
- (i) In Todmorden-road between the points respectively 3·76 chains and 7·76 chains north of the centre of Holme-street.
- (j) In Todmorden-road between the points respectively 5·20 chains and 8·20 chains north of the centre of Holme House-street.
- (k) In Todmorden-road between the points respectively 2·15 chains and 3·90 chains north of the centre of Schofield-street.

In the following instances the said tramways are intended to be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the streets or roads hereinafter mentioned and the nearest rail of the tramways:—

#### Tramway No. 1.

- (a) In Featherstall-road on both sides thereof, between points respectively 3·56 chains and 5·92 chains east of Albion-street.
- (b) In Church-street on both sides thereof, between points respectively 1·76 chains and 3·90 chains east of Charles-street.

#### Tramway No. 2.

- (a) In Church-street on the northerly side thereof, between points 0·72 chains and 1·42 chains from the commencement of the said tramway.

In Todmorden-road on both sides thereof, between the following points, viz. :—

- (b) Between points 2·18 chains and 3·28 chains from the commencement of the said Tramway No. 2.
- (c) Between points 7·65 chains and 10·30

chains from the north of centre of Newall-street.

- (d) Between points 8·95 chains and 11·50 chains north of the centre of road at the point under which New Platt Brook crosses the same.
- (e) Between points 14·84 chains and 17·46 chains north of the centre of road to Townhouse.
- (f) Between points 0·64 chains and 3·18 chains north of the centre of footpath leading to Greenvale.
- (g) Between points 1·96 chains and 4·42 chains north of the centre of entrance to Grove Mill.
- (h) Between points 10·70 chains and 13·30 chains north of the centre of entrance of Grove Mill.
- (i) Between points 3·64 chains and 9·18 chains north of the centre of road over railway.
- (j) Between points 3·98 chains and 7·48 chains north of the centre of Holme-street.
- (k) Between points 5·47 chains and 7·98 chains north of the centre of Holme House street.
- (l) Between points 2·35 chains and 3·90 chains north of the centre of Schofield-street.

The said intended tramways are proposed to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted to run on railways.

To empower the Council to make from time to time such crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the intended tramways or any of them or for affording access to the stables, carriage houses, sheds, and works of the Council or their lessees, or for effecting junctions with any other corporation, district council, company, or person.

To empower the Council for all or any of the purposes of this Order to stop, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, water-courses, footways, sewers, drains, gas and water mains, electric lighting mains, or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

To empower the Council from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare, in which any tramway shall be laid it is necessary or expedient so to do to alter, remove, or discontinue all or any of such tramways and to make and lay down temporarily or permanently in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways.

To empower the Council to lay down double in lieu of single lines and single in lieu of double lines, or interlacing lines in lieu of double or single lines.

To empower the Council from time to time to take up and remove any of the tramways or any part thereof respectively, and to relay the same in such part of the street or road as the Council may think fit.

To provide for the repair by the Council, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and for the use or deposition of any materials or things found in the construction or repair of any of the intended tramways.

To provide that so much of Section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not

apply to carriages used on the said intended tramways.

To empower the Council to work and use the intended tramways and the existing tramways in the district when acquired by them, and any tramways for the time being leased to or run over, worked or used by the Council or any of them by means of carriages and vehicles propelled by animal power or by electrical power applied on the surface contact system or otherwise, or any other mechanical power, and for that purpose or any purpose appurtenant or ancillary thereto to confer on the Council such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Act, and in particular power to make such alterations of the existing tramways in the district when required by them or of any tramways for the time being leased to or run over, worked, or used by the Council, and to execute all such works on or in connection therewith as may be necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid, and to enter upon and open the surface of and lay down on, in, under, or over the surface of any street, road, or place such posts, wires, tubes, mains, plates, boxes, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways, or for providing access to or in connection with any engines, machinery, or apparatus, or for connecting any portions of such tramways, and to empower the Council for the purpose of working the said tramways or any of them, to erect engines and machinery, and to acquire and hold patent other rights and licenses, and to use patent other rights and licenses in relation to any such electrical power.

To empower the Council to work the said intended tramways and the existing tramways in the district when acquired by them, and to place and run carriages thereon and to demand and take tolls in respect of the use of such carriages.

To authorise the Council and their lessees or other the person or persons working the said intended tramways and the existing tramways in the district when acquired by them to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To authorise the Council and any corporation, person, company, or body from time to time to enter into and fulfil contracts and agreements for and in relation to the construction working lease sale, and purchase of the whole or any part of the tramways in consideration of such gross sum or sums rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties or as the Order may define, and to confirm any such contracts and agreements which may have been or which during the progress of the Order may be entered into.

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

To empower the Council to borrow money for all or any of the purposes of the Order, to charge

the moneys so raised or borrowed, and the interest thereon on the district fund and general district rate of the Urban District of Littleborough, and on the properties and revenues of the Council, and to empower the Council to apply any of their funds to any of the purposes of the Order.

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

To incorporate with the Order with or without amendments or render applicable all or some of the provisions of the Tramways Act, 1870, and the Land Clauses Acts.

Plans and sections of the proposed tramways and works and copies of this advertisement will be deposited on or before the 30th day of November, 1900, with the Clerk of the Peace for the county of Lancaster at his offices at Preston, the Clerk to the Council at his offices at Littleborough, and the Parish Clerk of the parish of Littleborough at his residence 17, Oak-street, Littleborough, and on or before the same day copies of the said plans and sections and of this advertisement will be deposited at the office of the Board of Trade, Whitehall, London, with the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of the House of Commons.

The draft of the Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December, 1900, and printed copies of the Draft Order when deposited and of the Order when made will be obtainable at the price of one shilling each at the Council Offices, Littleborough, and of the undersigned Solicitor and Parliamentary Agents.

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, 1901, and copies of such objections must at the same time be sent to the undermentioned Solicitor or Parliamentary Agents on behalf of the Council. In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Council or their Agents.

Dated this 14th day of November, 1900.

F. N. MOLESWORTH, 11, Drake-street,  
Rochdale, Solicitor.

BAKER, LEES and Co., 54, Parliament-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1901.

Honley Urban District Council (Gas Transfer).  
(Purchase of Undertaking of Honley Gas Company, Limited, by Honley Urban District Council by Agreement; Winding Up and Dissolution of Company; Powers to Council with respect to Purchase of Undertaking; Acquisition of Lands by Agreement; Additional Lands for Manufacture and Storage of Gas and Conversion of Residual Products; Provisions as to Private Streets, Defective Meters; Inspection of Fittings; Notice of Removal, and Defaulting Consumers; Levying Rates and Charges; Borrowing Money; Extension of Powers; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to introduce a Bill for the

following, or some of the following, among other purposes (that is to say):—

1. To transfer to and vest in the Honley Urban District Council (hereinafter called "the Council") the Undertaking, works, lands, property (real and personal), hereditaments, powers, rights, privileges, and authorities of the Honley Gas Company, Limited (hereinafter called "the Company"), and to confirm, with or without alteration, an Agreement bearing date the 22nd day of October, 1890, and made between the Company, of the one part, and the Council, of the other part.

2. To provide for the discharge of the debts and liabilities, the distribution of the assets, and the winding-up and the dissolution of the Company.

3. To empower the Council, subject to the provisions of the Bill, to carry on the said Undertaking, and to exercise within the limits of the Company for the supply of Gas (hereinafter called the Gas limits), the powers, authorities, rights and privileges of the Company subject to any alteration and modifications which may be contained in the intended Act.

4. To authorize the Council, from and after the acquisition of the said Undertaking, to make, demand, and recover, and, if thought fit, to alter the rates, rents, and charges leviable or chargeable by the Company in all or any part or parts of the Gas limits.

5. To empower the Council to purchase or acquire by agreement, or to take on lease any lands (including in the word lands, where used in this notice, houses, buildings, and easements), and any rights or easements in or over, or connected therewith, which they may acquire for the purposes of the intended Act or their Undertaking, and to hold, sell, dispose of, and lease any lands which they may acquire under the authority of the intended Act, free from the provisions of the Lands Clauses Consolidation Act, 1845.

6. To enable the Council on the following lands, wholly in the parish of Honley, in the said Urban District of Honley, in the West Riding of Yorkshire (that is to say):—

A plot of land known as Calf Roft, belonging or reputed to belong to the Council, situate near the existing works of the Company, and bounded on the north by land belonging or reputed to belong to the Earl of Dartmouth, on the south by land belonging or reputed to belong to John William Mellor, on the east by the River Holme, and land belonging or reputed to belong to Charles Bousfield, and on the west by property belonging or reputed to belong to John William Mellor, Benjamin Mellor, the executors of Edward Lees, and the executors of Paul Gledhill.

or on some part or parts thereof, to construct and maintain, and from time to time alter, improve, enlarge, extend and renew, or discontinue, gasworks and works, machinery, apparatus and appliances for, or in relation to, the manufacture, storage, distribution, and utilisation of gas and carburine and residual products, and to manufacture and store and supply gas, and to store, convert, and manufacture materials, carburine and residual products arising in the manufacture of gas and residual products, and to manufacture, sell and deal in coke, coal, tar, pitch, oil, lime, and other materials used in or resulting from the manufacture of gas and such residual products, and also to enable the Council to exercise in respect of the said lands, or any of them, and the manufacture and supply of the things and

matters aforesaid, all or some of the powers and provisions of the Act relating to the Company as altered, amended, and enlarged by the Bill.

7. To make further provisions as to the laying of pipes in private streets, as to register of meters and defective meters, inspection of gas fittings in new buildings, notice by gas consumers before removal, and refusal to supply gas to defaulting consumers.

8. To empower the Council and any local or public authority or body, and any company within the Gas limits to enter into and fulfil contracts and agreements for or in relation to the supply of gas by the Council to such authority, body or company, and to enable the contracting parties respectively for the purposes aforesaid, or any of them, to apply their funds, rates, and revenues, and any moneys they are authorized to raise, and which are not required for the purposes for which they were authorized, and to borrow further moneys, and to levy rates and charges, and to confirm, with or without alteration, any such contract or agreements which may have been already or which during the progress of the Bill may be made, and the Bill will or may authorize the Council for the purposes aforesaid to exercise the powers of the Gasworks Clauses Acts, 1847 and 1871, with respect to the breaking up of streets for the purpose of laying pipes.

9. To authorize the Council for the purposes of the Bill to apply their existing funds, rates, and revenues, and any moneys they are still authorized to raise, and to enlarge their existing borrowing powers, and to raise additional moneys on mortgage, on the security of all or any of their funds, rates, and revenues, and to provide for the repayment of borrowed moneys, and to levy new and additional rates, and to vary existing rates, and to confer, vary, and extinguish exemptions therefrom.

10. The Bill will alter, vary, and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and will, so far as is necessary or expedient therefore, alter, amend, or may repeal and re-enact with or without alteration the provisions, or some of the provisions, of the Honley Gas Order, 1885, confirmed by the Gas Orders Confirmation (No. 2) Act, 1886, and so much of that Act as relates to the said Order, and every other Act or Order directly or indirectly relating to the Company; and will incorporate with itself, either by reference or in extenso, and with or without modification, such of the provisions as may be deemed expedient of the said Act and Order, and of the Lands Clauses Acts, the Public Health Acts, and the Local Loans Acts, 1875 and 1885, and the Gas Works Clauses Acts, 1847 and 1871.

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, 1900.

ARMITAGE, SYKES and HINCHCLIFFE,  
Solicitors, Huddersfield.

DYSON and Co., 9, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

Board of Trade.—Session 1901.

St. Austell Electric Lighting.

(Application to the Board of Trade, under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order to authorise the St. Austell and District Electric Lighting and Power

Company Limited to Supply Electricity for Public and Private purposes at St. Austell, and within the districts of the Urban and Rural District Councils of St. Austell; Power to Construct Works, to Acquire Lands, to make Charges, to make Arrangements with Local Authorities to Open Streets and Lay Electric Lines; Revocation of the St. Austell Electric Lighting Order, 1894; Incorporation of the Electric Lighting (Clauses) Act, 1899, and other purposes.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 21st day of December next, by the St. Austell and District Electric Lighting and Power Company Limited, whose registered office and address are at 1, Victoria-street, Westminster (who are hereinafter called "the Undertakers") for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1888, for all or some of the following purposes, that is to say:—

1. To authorise the Undertakers for such period as may be prescribed to produce, store, sell, and supply electricity for all public and private purposes, and to supply electrical energy and power, as defined by the said Acts, or either of them at St. Austell, and within the district of the Urban and Rural District Councils at St. Austell (hereinafter called "the area of supply"). It is proposed that the electric lines and works shall be laid down within two years after the commencement of the Order, in the following roads and streets, that is to say:—

Church-street, Fore-street, Truro-road, Hotel-road, South-street, Cross-lane, Menacuddle-street, Menacuddle-hill, Victoria-place, Vicarage-hill, Duke-street, West-hill, Bodmin-road, Grant's-walk, High Cross-street.

The Undertakers propose to take powers to break up the following streets or roads within the area of supply, which are not repairable by the local authority:—

Biddick's-court, Grose's-yard, Aylmer-place, Rowe's-court, Elm-terrace, Priory-row.

The railways which the Undertakers propose to take powers to break up or pass over, along, across, or under, are as follows:—

The level crossing of the Great Western Railway over Tregonissey-lane.

2. To authorise the Undertakers to purchase, hold, or acquire, or take on lease, any lands or easements in lands for the purposes of the said Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, renew, alter, and maintain, on land belonging to or leased by the Undertakers within the area of supply, such central and other stations, buildings, and works, for the generation, storage, supply, and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery, and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter or renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity in, through, under, over, along, or across all streets, bridges, highways, lanes, roads, thoroughfares, railways, tramways, waterways, public passages and places within the said area of supply.

4. To authorise the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and

thoroughfares within the area of supply, and to take up, relay, divert, and alter sewers, drains, mains, and all pipes, and works therein; within the said area of supply; and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licenses, in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company, or person, to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To empower the Undertakers to make charges, and levy rates and recover rents and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

8. To confer upon the Undertakers and incorporate in the Order all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, to incorporate in the Order all or some of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, and such other powers, rights and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

9. To revoke, but without prejudice to anything done thereunder, the St. Austell Electric Lighting Order, 1894, confirmed by the Electric Lighting Orders Confirmation (No. 2) Act, 1894 (57 & 58 Vic. c. 1).

10. To incorporate the provisions of the Electric Lighting (Clauses) Act, 1899.

And notice is hereby further given that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November next for public inspection at the Office of the Clerk of the Peace for the County of Cornwall, at his Office at Launceston, in the said county, and at the Office of the Clerks to the Urban and Rural District Councils of St. Austell.

On and after the 21st day of December next printed copies of the draft Order as applied for may be obtained (at the price of one shilling for each copy) at the Office of the St. Austell Star, St. Austell, and also at the Offices of the under-mentioned Parliamentary Agents, and if and when the Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

And notice is hereby further given that every local or public authority, Company, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting this application may do so by letter addressed to the Board of Trade, and marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must at the same time be sent to the undersigned Agents.

Dated this 14th day of November, 1900.

MUNNS and LONGDEN, 8, Old Jewry, London, E.C., Solicitors and Parliamentary Agents.



In Parliament.—Session 1901.

Stalybridge, Hyde, Mossley, and Dukinfield  
Tramways and Electricity Board.

(Constitution and Incorporation of Joint Board and Provisions with Reference thereto; Power to Board to Construct Tramways; Gauge; Motive Power; Power for Board to Work Tramways; Levying of Rates, Tolls, and Charges; Alteration and Reconstruction of existing Tramways in the Borough of Stalybridge; Powers to Board of Trade to Authorise Board to Construct Tramways outside the Boroughs; Agreements with Local Authorities to Work Tramways owned by them by Animal, Mechanical, and Electrical Power, and to Take Tolls and Charges in respect thereof, and to Provide Requisite Plant; Acquisition of Lands by Agreement; Power to Board to Supply Electrical Energy in the Boroughs of Stalybridge, Hyde, Mossley, and Dukinfield; Construction of Generating Station in Borough of Stalybridge; Compulsory Area for the Supply of Electricity; Vesting of Hyde and Dukinfield Electric Lighting Orders in Board; Meters and Fittings; Patent Rights; Power to Levy Rates and Charges for the Supply of Electricity and Electric Fittings; Discounts; Bye-laws; Borrowing of Money, and Application of Revenue and Rates as to Deficiency, Reserve Fund, Granting of Annuities; Extension to Board of Provisions of Public Health Acts; Issue of Stock; Trustees to Invest in Board Securities; Promotion and Opposition to Bills; Raising of Contributions by Corporations represented on the Board; Settlement of Disputes; Power to Stalybridge Corporation to Make a New Street and to Acquire Lands therefor; Exemption of Section 92 of Lands Clauses Consolidation Act, 1845; Borrowing of Moneys by Stalybridge Corporation; Power to Hyde Corporation to Make Road Diversion and Borrowing of Moneys; Power to Board to Construct New Bridge in Borough of Hyde; Repeal, Alteration, and Incorporation of Acts; Amendment of Acts.)

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 Stalybridge (hereinafter referred to as "the Stalybridge Corporation"), the Mayor, Aldermen, and Burgesses of the borough of Hyde (hereinafter referred to as "the Hyde Corporation"), the Mayor, Aldermen, and Burgesses of the borough of Mossley (hereinafter referred to as "the Mossley Corporation"), and the Mayor, Aldermen, and Burgesses of the borough of Dukinfield (hereinafter referred to as "the Dukinfield Corporation"), or some or one of them, for an Act for all or some of the following purposes (that is to say):—

1. To constitute and incorporate a Joint Board (hereinafter called "the Board"), consisting of representatives of or appointed by the Stalybridge Corporation, the Hyde Corporation, the Mossley Corporation, and the Dukinfield Corporation, or some of them (hereinafter called "the Corporations"), for the purpose of constructing the tramways and works hereinafter described, and supplying electricity within the limits hereinafter mentioned, and for other purposes to be defined or prescribed or authorised by the intended Act, and to confer upon the Board all such powers as may be necessary or expedient for the purposes of the intended Act.

2. To define the constitution of the Board,

and to make provision for the election, appointment, removal, retirement, rotation, and qualification of the members of the Board, for the meetings of the Board, for the Minutes, Standing Orders, and Accounts of the Board, for the appointment of committees of the Board, for the appointment of proxies to attend meetings of the Board and committees, and the appointment and dismissal of officers, servants, and workmen of the Board, for the books of accounts and balance sheets of the Board, and for the appointment of an auditor by the Board.

3. To enable the Board, wholly within the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield, to form, lay down, and maintain all or some of the tramways hereinafter described (and hereinafter referred to as "the proposed tramways"), and for that purpose and for the purposes of the existing tramways in the borough of Stalybridge when acquired by the Board, or any tramways owned, worked, leased, or run over by them, or agreed so to be (all which are herein included in the expression "the tramways"), to form, lay down, erect, and maintain all necessary and proper rails, plates, sleepers, poles, channels (including in that word, where used in this Notice, channels, passages, and tubes, for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, switch boxes, pillars, stables, carriage houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively, and where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

(In the following description of the proposed tramways, the distances and lengths given for the purposes of describing the commencement or termination of any tramway or narrow place are to be read as if the words "or thereabouts" had been inserted after each distance or length.)

4. The proposed tramways are the following (that is to say):—

Tramway No. 1, wholly in the borough of Mossley, in the county Palatine of Lancaster, commencing in Manchester-road, at Black Rock, being the defined boundary between the said borough and the borough of Stalybridge, passing thence in a northerly direction along Manchester-road, and terminating in the last-mentioned road at the boundary near Shadworth-lane, being the defined boundary between the said borough of Mossley and the urban district of Saddleworth.

Tramway No. 2, wholly in the said borough of Mossley, commencing in Manchester-road, at a point 30 chain south of the centre of Egmont-street at its junction with the said road, and passing thence in a north-easterly and south-easterly direction along Egmont-street, across Cheshire-street, and along Staley-road, terminating in the last-mentioned road at a point being the defined boundary between the said borough and the borough of Stalybridge (at Hey Heads).

Tramway No. 3, wholly in the said borough of Mossley, commencing in Manchester-

road, at a point 90 chain south-east of the centre of Stamford-road at its junction with the said Manchester-road, and passing thence in a northerly and southerly direction over the railway bridge, along Stamford-road and Stamford-street, terminating in the last-mentioned street at a point in line of Argyle-street.

Tramway No. 4, wholly in the said borough of Mossley, commencing at Brook-bottom at its junction with Tramway No. 3 at the south-westerly end of Stockport-road, and passing thence in a north-easterly and northerly direction along Stockport-road, and terminating in the said road at a point being the defined boundary between the said borough of Mossley and the urban district of Saddleworth, at Grove School.

Tramway No. 5, wholly in the borough of Stalybridge, in the county of Chester, commencing in Clarence-street where the borough boundary, between Dukinfield and Stalybridge, crosses the same at a point 223 yards measured in a southerly direction from the centre of the bridge carrying Clarence-street over the Huddersfield Canal, passing along Clarence-street, crossing the said bridge over the Huddersfield Canal, and under the bridges carrying the Great Central, and London and North Western, and Lancashire and Yorkshire Railway Companies' lines over Clarence-street, passing thence into and along Stamford-street, crossing the tunnel carrying the London and North Western Railway (Manchester and Huddersfield line), under the said street and the bridge carrying the said street over the London and North Western Railway (Stalybridge and Diggle line), crossing the bridge carrying Stamford-street over the River Tame, passing into Mottram-road, and crossing the bridge carrying the said road over the Huddersfield Canal, continuing along Mottram-road to Bower Fold, and terminating there at a point 103 yards measured in a south-easterly direction along Mottram-road from the corner of the wall at the Hare and Hounds Inn.

Tramway No. 5A, wholly in the said borough of Stalybridge, commencing in Stamford-street where the borough boundary between Stalybridge and Ashton-under-Lyne crosses the same at a point 37 yards measured in a westerly direction from the point where the centre lines of Stamford-street and Clarence-street intersect, passing along Stamford-street, and terminating by a junction with Tramway No. 5 at a point 28 yards measured eastward from the point where the centre lines of Stamford-street and Clarence-street intersect.

Tramway No. 5B, wholly in the said borough of Stalybridge, commencing in Mottram-road at the termination of Tramway No. 5, being a continuation of the same, passing along the said road to the boundary between the borough of Stalybridge and the township of Matley, and terminating there where the said boundary crosses Mottram-road at a point 110 yards measured in a south-easterly direction from the east side of the Dog and Partridge Inn.

Tramway No. 6, wholly in the said borough of Stalybridge, commencing in Stamford-street by a junction with Tramway No. 5 at a point 33 yards measured westwards from

the point where the centre lines of Wakefield-road and Stamford-street intersect, passing into and along Wakefield-road, crossing in two places the tunnel carrying the London and North Western Railway under Wakefield-road, passing under the bridge carrying the London and North Western Railway over Wakefield-road at Black Rock, and terminating there at a point where the borough boundary between Mossley and Stalybridge crosses Wakefield-road at a point 20 yards measured in a north-easterly direction from the east side of the said bridge.

Tramway No. 7, wholly in the said borough of Stalybridge, commencing in High-street where the borough boundary between Stalybridge and Dukinfield crosses the same at a point 69 yards measured in a westerly direction from the west building line of Nield-street, passing along High-street, thence into Albert-square and Grosvenor-street, Grosvenor-square, and Acres-lane, and terminating in Mottram-road by a junction with Tramway No. 5 at a point 23 yards measured in a south-easterly direction from the point where the centre lines of Mottram-road and Acres-lane intersect.

Tramway No. 8, wholly in the said borough of Stalybridge, commencing in Mottram-road by a junction with Tramway No. 5 at a point 16 yards measured in a north-westerly direction along Mottram-road from the point where the centre lines of Huddersfield-road and Mottram-road intersect, passing into Huddersfield-road and along the same, and an intended deviation thereof, crossing at Millbrook the bridge over Swineshaw Brook, and terminating in same road at a point 50 yards measured in a northerly direction from the north building line of Oxford-street.

Tramway No. 8A, wholly in the said borough of Stalybridge, commencing in Huddersfield-road at termination of Tramway No. 8, being a continuation of same, along Huddersfield-road, crossing the private railway in course of construction by Gartside and Company, of Manchester, Limited, on the level, and passing into Staley-road at Hey Heads, and terminating there at the point where the borough boundary between Stalybridge and Mossley crosses Staley-road 80 yards measured in a northerly direction from the north side of the Stamford Arms.

Tramway No. 9, wholly in the said borough of Stalybridge, commencing in Stamford-street by a junction with Tramway No. 5 at a point 126 yards measured in an easterly direction from the east side of Astley-road, passing into Rassbottom-street and under the bridge carrying the London and North Western Railway Company's lines over the said street, passing thence into Market-street, Shepley-street, crossing the bridge over the River Tame and passing along Caroline-street, crossing the bridge over Huddersfield Canal, and terminating in Albert-square by a junction with Tramway No. 7 at a point 88 yards measured along the west building line of Caroline-street in a south-westerly direction from centre of the bridge carrying Caroline-street over the Huddersfield Canal.

Tramway No. 10, wholly in the said borough of Stalybridge, commencing in Rassbottom-

street by a junction with Tramway No. 9 at a point 6 yards measured in a westerly direction from the east side of the railway bridge carrying the London and North Western Railway Company's lines over the said street, passing thence along Market-street, Arch-street and into a proposed new street to the north of Market-street to be called Waterloo-road, and more particularly described in paragraph 48 of this Notice, and passing along such road into Market-street at the west end of the Town Hall, passing along Market-street into Stamford-street, and terminating there by a junction with Tramway No. 5 at a point 63 yards measured in an easterly direction from the east end of the Town Hall.

Tramway No. 11, wholly in the said borough of Stalybridge, commencing in Grosvenor-square by a junction with Tramway No. 7 at a point 17 yards measured in an easterly direction from the east building line of Vaudrey-street, passing along Melbourne-street, crossing the bridge over the Huddersfield Canal, passing thence into Dean-street and Trinity-street, crossing the bridge over the River Tame, and terminating in Market-street by a junction with Tramway No. 10 at a point 27 yards measured in an easterly direction from the point where the centre lines of Trinity-street and Market-street intersect.

Tramway No. 11A, wholly in the said borough of Stalybridge, connecting Tramways No. 10 and No. 11 at the corner of Trinity-street and Market-street, commencing in Trinity-street by a junction with Tramway No. 11 at a point 15 yards measured in a northerly direction from the centre of the bridge carrying Trinity-street over the River Tame, and terminating in Market-street by a junction with Tramway No. 10 at a point 13 yards measured in a westerly direction along Market-street, in line with the south side of the Town Hall, and from the south-west corner of same.

Tramway No. 12, wholly in the said borough of Stalybridge, commencing in Trinity-street by a junction with Tramway No. 11 at a point 12 yards measured in a northerly direction from the north building line of Dean-street, passing thence along Trinity and Corporation streets, and terminating in Mottram-road by a junction with Tramway No. 5 at a point 30 yards measured in an easterly direction from the point where the centre lines of Corporation-street and Mottram-road intersect.

Tramway No. 13, wholly in the said borough of Stalybridge, commencing in Park-road where the borough boundary between Stalybridge and Dukinfield crosses the same, at a point 176 yards measured in a westerly direction from the west building line of Binns-street, passing along Park-road and Tame-street, and terminating in High-street by a junction with Tramway No. 7 at a point 15 yards measured in a north-easterly direction along High-street from the point where the centre lines of High-street and Tame-street intersect.

Tramway No. 14, wholly in the borough of Dukinfield, in the county of Chester, commencing at the boundary between the boroughs of Dukinfield and Stalybridge in Park-road, proceeding in a westerly direction along Park-road and Wharf-street, thence in a southerly direction along

King-street and Dewsnap-bridge over the Great Central Railway Company's main line and Victoria-road to the boundary between the boroughs of Dukinfield and Hyde in Dukinfield-road.

Tramway No. 15, wholly in the said borough of Dukinfield, commencing at a point in Tramway No. 14 at the junction of Park-road and Clarence-street, proceeding in a northerly direction over the River Tame, along Clarence-street to the boundary between the boroughs of Dukinfield and Stalybridge.

Tramway No. 16, wholly in the said borough of Dukinfield, commencing at a point in Tramway No. 14 at the junction of Park-road and River-side, and proceeding in a northerly direction along River-side to the junction in Crescent-road, intersecting with Tramway No. 19 at Crescent-road.

Tramway No. 17, wholly in the said borough of Dukinfield, commencing at the boundary of Dukinfield and Ashton-under-Lyne at the centre of Alma Bridge, proceeding in a southerly direction to a point intersecting with Tramway No. 14 at the junction of King-street and Wharf-street.

Tramway No. 18, wholly in the said borough of Dukinfield, commencing at a point in Tramway No. 14 at King-street at the intersection of King-street with Dewsnap-lane, proceeding in a south-easterly direction along Dewsnap-lane, and an intended deviation thereof, and intersecting with Tramway No. 19 at Birch-lane.

Tramway No. 19, wholly in the said borough of Dukinfield, commencing at the boundary between the boroughs of Dukinfield and Ashton-under-Lyne at the centre of the County Bridge over the River Tame, and proceeding in a south-easterly direction along Crescent-road, Chapel-hill, Town-lane, and Birch-lane to the boundary between the boroughs of Dukinfield and Hyde at Johnson Brook.

Tramway No. 20, wholly in the said borough of Dukinfield, commencing at a point in Tramway No. 19 at the junction of Town-lane and Birch-lane, and proceeding in an easterly direction along Oxford-road to the boundary between the boroughs of Dukinfield and Stalybridge.

Tramway No. 21, wholly in the borough of Hyde, in the county of Chester, commencing at a point in Dukinfield-road being the defined boundary near Hyde Junction between the boroughs of Hyde and Dukinfield in the said county, passing thence in a southerly direction along Dukinfield-road and the private road belonging to Ashton Brothers and Company, Limited, and the trustees of the late Thomas Ashton, thence in an easterly direction along an intended diversion of such road and under the railway of the Sheffield and Midland Railway Companies' Committee by means of an intended new bridge, more particularly described in paragraphs 49 and 50 of this Notice, continuing in an easterly direction along the private road belonging to the trustees of the late Thomas Ashton and Cartwright and Rattray, Limited, to Newton-street. Thence in a southerly direction along Newton-street to George-street, and in an easterly direction along George-street to Clarendon-street, and in a southerly direction along Clarendon-street to Market-place, thence along Market

place, Clarendon-place, and Mottram New-road in an easterly direction to the defined boundary between the said borough of Hyde and the township of Matley, in the said county.

Tramway No. 22, wholly in the said borough of Hyde, commencing at a point in Ashton-road being the defined boundary at Johnson-brook between the boroughs of Hyde and Dukinfield aforesaid, passing thence in a southerly direction along Ashton-road, in a westerly direction along Bennett-street, and in a southerly direction along Old-road and Newton-street to a junction with Tramway No. 21 in Newton-street.

Tramway No. 23, wholly in the said borough of Hyde, commencing at a point in Ashton-road at the junction with Tramway No. 22, passing thence in a south-easterly direction along Ashton-road and Commercial-brow, in a south-westerly direction along Commercial-street, Hoviley, and Hoviley-brow to the junction with Tramway No. 21 in Clarendon-place.

Tramway No. 24, wholly in the said borough of Hyde, commencing at a point in Ashton-road at the junction with Tramway No. 23, passing thence in a south-westerly direction along Clarendon-road and in a southerly direction along Clarendon-street to a point in George-street at the junction with Tramway No. 21.

Tramway No. 25, wholly in the said borough of Hyde, commencing at a point in Dukinfield-road at the junction with Tramway No. 21, passing thence in an easterly direction along Throstle Bank-street and southerly direction along Well Meadow to a point in Newton-street at the junction with Tramway No. 22.

5. It is proposed to lay the intended 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 and the nearest rail of the tramway in the following places (that is to say) :—

Tramway No. 1—In the borough of Mossley.

- (A) In Manchester-road, on the easterly side thereof, between the points respectively 50 chain from the commencement at the borough boundary and a point 3 chains to the north.
- (B) In Manchester-road, on the westerly side thereof, between the points respectively 10·30 chains from the borough boundary and 2 chains to the north.
- (C) In Manchester-road, on the westerly side thereof, between the points respectively 25·50 chains from the borough boundary and 3 chains to the north.
- (D) In Manchester-road, on the north-westerly side thereof, between the points respectively 32 chains and 35 chains north of the borough boundary.
- (E) In Manchester-road, on the westerly side thereof, between the points respectively 37·20 chains north of the borough boundary and a point 4 chains to the north.
- (F) In Manchester-road, on both sides thereof, between the points respectively 30 chain and 2·30 chains north of Waggon-road.
- (G) In Manchester-road, on both sides thereof, between the points respectively 50 chain and 3·50 chains north of Sun-street.
- (H) In Manchester-road, on the westerly side thereof, between the points respectively 2·40 chains and 40 chain south-west of Portman-street.

(I) In Manchester-road, on the north-westerly side thereof, between the points respectively 2 chains and 1 chain south-west of Russell-street.

(J) In Manchester-road, on the north-westerly side thereof, between the points respectively 70 chain and 2·70 chains north-east of Mill-lane.

(K) In Manchester-road, on the north-westerly side thereof, between the points respectively 11·20 chains and 14·20 chains north-east of Mill-lane.

(L) In Manchester-road, on the north-westerly side thereof, between the points respectively 2·70 chains west of Roughtown-road and 1·50 chains north-east of Roughtown-road.

(M) In Manchester-road, on the north-westerly side thereof, between the points respectively 3·40 chains south-west of the centre of Roaches River Bridge and 1·60 chains north-east of the centre of the said bridge.

(N) In Manchester-road, on the north-westerly side thereof, between the points respectively 6·15 chains and 9·15 chains north-east of the centre of Roaches River Bridge.

(O) In Manchester-road, on the south-easterly side thereof, between the points respectively 2 chains and 4 chains north-east of the centre of Canal-bridge.

(P) In Manchester-road, on the south-easterly side thereof, between the points respectively 5 chains and 2 chains south-west of the borough boundary at Shadworth-lane.

Tramway No. 2—In the borough of Mossley.

(A) In Egmont-street, on both sides thereof, between the points respectively 1·80 chains south-west of Bury-street and 2·40 chains south-east of Bury-street.

(B) In Egmont-street, on the northerly side thereof, between the points respectively 2·50 chains south-west of the centre of Railway-bridge and 1·10 chains north-east of the centre of the said bridge.

(C) In Stayley-road, on the north-easterly side thereof, between the points respectively 70 chain east of Cheshire-street and 2 chains north-west of Derby-street.

(D) In Stayley-road, on both sides thereof, between the points respectively 80 chain north-west of Derby-street and 1 chain north-east of Derby-street.

(E) In Stayley-road, on the south-westerly side thereof, between the points respectively 9·20 chains and 12·20 chains south-east of Cemetery-road.

(F) In Stayley-road, on the north-easterly side thereof, between the points respectively 8·30 chains and 14·20 chains south-east of Cemetery-road.

Tramway No. 3—In the borough of Mossley.

(A) In Stamford-road, on the south and westerly sides thereof, between Manchester-road and Hanover-street.

(B) In Stamford-road, on the northerly side thereof, between Manchester-road and a point 1·30 chains west of the said Manchester-road.

(C) In Stamford-road, on the easterly side thereof, between the points respectively 19·80 chains and 22·80 chains north-west of the centre of the railway bridge.

(D) In Stamford-road, on the northerly side thereof, between the points respectively 1·10 chains and 9·30 chains north-west of Hanover-street.

Tramway No. 4—In the borough of Mossley.

- (A) In Stockport-road, on both sides thereof, between the points respectively 2·30 chains and 4·30 chains from commencement of Tramway No. 4.
- (B) In Stockport-road, on the westerly side thereof, between the points respectively 20 chain south of Carr Hill-road and 1·80 chains north of the said Carr Hill-road.
- (C) In Stockport-road, on both sides thereof, between the points respectively 8·70 chains and 10·70 chains north-east of Carr Hill-road.
- (D) In Stockport-road, on the westerly side thereof, between the points respectively 80 chain south of Brunt Hill-road, and 1·30 chains south of the road to Quick.
- (E) In Stockport-road, on the easterly side thereof, between the points respectively 80 chain south of Brunt Hill-road and 1·90 chains south-west of the northerly end of Carr Hill-road.
- (F) In Stockport-road, on the westerly side thereof, between the points respectively 4·40 chains and 1·40 chains south-west of the defined borough boundary at Grovo School.

Tramway No. 5—In the borough of Staly-bridge.

- (A) In Clarence-street, on both sides thereof, between points respectively 5·2 chains and 1·5 chains south of the bridge carrying Clarence-street over the Huddersfield Canal.
- (B) In Clarence-street, on both sides thereof, from the north building line of Bayley-street for 3·27 chains measured northwards therefrom along Clarence-street.
- (C) In Clarence-street, on both sides thereof, to the north end of Clarence-street from a point 3·31 chains south thereof.
- (D) In Stamford-street, on both sides thereof, from the point where the tramway crosses the London and North Western Railway (Stalybridge and Diggle loop line) to a point 2·27 chains west of the centre of the bridge over the River Tame.
- (E) In Mottram-road, on both sides thereof, between points respectively 2·72 chains and 5·72 chains east of the centre of the bridge over the Huddersfield Canal.
- (F) In Mottram-road, on both sides thereof, between points respectively 8·31 chains and 12·86 chains measured along Mottram-road in a south-easterly direction from the centre of Grey-street.
- (G) In Mottram-road, on both sides thereof, between a point 5·90 chains from the termination of the tramway at Bower Fold and its point of termination.

Tramway No. 5A—In the borough of Staly-bridge.

In Stamford-street, on both sides thereof, from commencement of tramway to a point 1·12 chains therefrom.

Tramway No. 5B—In the borough of Staly-bridge.

- (A) In Mottram-road, on both sides thereof, at commencement of tramway and for 2·41 chains therefrom.
- (B) In Mottram-road, on both sides thereof, between the points respectively 21·18 chains and 24·22 chains measured along Mottram-road from commencement of tramway.
- (C) In Mottram-road, on both sides thereof, from a point 1·81 chains to a point 2·22

chains measured east from the point where centre lines of Matley Brewery-road and Mottram-road intersect.

- (D) In Mottram-road, on both sides thereof, between the points respectively 3·00 chains and 6·50 chains measured along Mottram-road in a westerly direction from termination of tramway.

Tramway No. 6—In the borough of Staly-bridge.

- (A) In Wakefield-road, on both sides thereof, between the points respectively 1·36 chains and 4·54 chains measured along Wakefield-road from commencement of tramway.
- (B) In Wakefield-road, on both sides thereof, between the points respectively 2·22 chains west and 1·95 chains east of junction of Cocker-hill and Wakefield-road.
- (C) In Wakefield-road, on both sides thereof, between the points 2·27 chains south-west and 1·50 chains north-east of Souracre Tavern.
- (D) In Wakefield-road, on both sides thereof, to opposite the north entrance to grounds of Woodfield House from a point 2·72 chains south thereof.
- (E) In Wakefield-road, on both sides thereof, between the points respectively 9·81 chains and 12·86 chains south of the Grapes Inn.
- (F) In Wakefield-road, on west side thereof, between the points respectively 1·36 chains and 3·00 chains north of the Grapes Inn.
- (G) In Wakefield-road, on east side thereof, between the points respectively 3·00 chains and 4·54 chains north of Grapes Inn.
- (H) In Wakefield-road, on both sides thereof, between the points respectively 1·50 chains and 3·00 chains measured south from north-west abutment of the railway bridge at Blackrock.
- (I) In Wakefield-road, on both sides thereof, under the railway bridge at Blackrock for the whole length of same.

Tramway No. 7—In the borough of Staly-bridge.

- (A) In High-street, on both sides thereof, from a point 90 chain to a point 2·40 chains measured east from the point where the centre lines of Binns-street and High-street intersect.
- (B) In High-street, on both sides thereof, from a point 1·18 chains south-west to a point 2·40 chains north-east of the point where the centre lines of Set-street and High-street intersect.
- (C) In High-street, on both sides thereof, to its termination from a point 1·04 chains west thereof.
- (D) In Grosvenor-street, on north side thereof, from the west building line of Vaudrey-street for 1·18 chains eastwards thereof.
- (E) In Grosvenor-street, on south side thereof, from the west building line of Vaudrey-street for 3·31 chains east thereof.
- (F) In Grosvenor-street, on the south side thereof, from the east building line of Walmsley-street for 45 chain east thereof.
- (G) In Grosvenor-street, on the north side thereof, from the east building line of Walmsley-street to the termination of Grosvenor-street.
- (H) In Acres-lane, on both sides thereof, for 72 chain measured from the south building line and from the south-west corner of same.
- (I) In Acres-lane, on both sides thereof, between the points respectively 2·09 chains

and 5·09 chains measured from the termination of the tramway.

Tramway No. 8—In the borough of Staly-bridge.

- (A) In Huddersfield-road, on both sides thereof, between the points respectively 2·27 chains west and 1·50 chains east of the point where centre lines of Huddersfield-road and Demesne-street intersect.
- (B) In Huddersfield-road, on both sides thereof, between the points respectively 1·50 chains west and 3·09 chains east measured from the north-east corner of Copley Mill.
- (C) In Huddersfield-road, on both sides thereof, between the points respectively 2·22 chain and 5·00 chains south measured from the north corner of Daisyfield-terrace.
- (D) In Huddersfield-road, on both sides thereof, to the point where centre lines of Grafton-street and Huddersfield-road intersect from a point 2·27 chains south thereof.
- (E) In Huddersfield-road, on both sides thereof, from a point 1·50 chains north-west to a point 1·64 chains south-east of the north-west corner of the Grove Inn.
- (F) In Huddersfield-road, on both sides thereof, between the points respectively 1·81 chains south-west and 1·50 chains north-east of the centre of the bridge over Swinshaw Brook.
- (G) In Huddersfield-road, on both sides thereof, between the points respectively 1·81 chains and 4·81 chains south measured from the termination of tramway.

Tramway No. 8A—In the borough of Staly-bridge.

- (A) In Huddersfield-road, on both sides thereof, between the points respectively 4·81 chains and 7·41 chains measured northwards from commencement of tramway.
- (B) In Huddersfield-road, on both sides thereof, between the points respectively 26·36 chains and 22·72 chains measured in a southerly direction from the point where the centre lines of Buckton Vale-road and Huddersfield-road intersect.
- (C) In Huddersfield-road, on both sides thereof, between the points respectively 13·63 chains and 10·13 chains measured south from the point where centre lines of Buckton Vale-road and Huddersfield-road intersect.
- (D) In Huddersfield-road, on both sides thereof, between the points respectively 5·72 chains and 1·63 chains measured in a southerly direction from point where centre lines of Buckton Vale-road and Huddersfield-road intersect.
- (E) In Huddersfield-road, on both sides thereof, between the points respectively 3·00 chains south and 27 chain north measured from the point where centre lines of Huddersfield-road and School-lane intersect.

Tramway No. 9—In the borough of Staly-bridge.

- (A) In Market-street, on both sides thereof, between the points respectively 45 chain and 1·45 chains measured east from east building line of Harrop-street.
- (B) In Caroline-street, on the east side thereof, from the corner of Castle-street to 90 chain south of the centre of the bridge over the Huddersfield Canal.

Tramway No. 10—In the borough of Staly-bridge.

- (A) In Arch-street, on the east side thereof,

for the whole length of the tramway in that street.

- (B) In Waterloo-road, on both sides thereof, from the east side of Spring-street, for a distance of 90 chain east thereof.
- (C) In Market-street, on the north side thereof, for the whole length of the tramway in that street.

Tramway No. 11—In the borough of Staly-bridge.

- (A) In Melbourne-street, on the west side thereof, for the whole length of the tramway in that street.
- (B) In Melbourne-street, on the east side thereof, from the north building line of Back Grosvenor-street for a distance of 63 chain north thereof.
- (C) In Melbourne-street, on the east side thereof, from a point 90 chain south to a point 1·36 chains north of the point where centre lines of Corporation-street and Melbourne-street intersect.
- (D) In Dean-street, on the south side thereof, for the whole length of the tramway in that street.
- (E) In Trinity-street, on the east side thereof, for the whole length of the tramway in that street.

Tramway No. 12—In the borough of Staly-bridge.

In Corporation-street, on the south side thereof, for a distance of 6·50 chains measured in an easterly direction from the south-west corner of the Victoria Market.

Tramway No. 13—In the borough of Staly-bridge.

- (A) In Park-road, on the north side thereof, for the whole length of the tramway in that road.
- (B) In Park-road, on the south side thereof, between the points 72 chain and 2·61 chains measured in an easterly direction from the east side of Binns-street.
- (C) In Tame-street, on the east side thereof, for the whole length of the tramway in that street excepting for a distance of 90 chain measured in a northerly direction from the north building line of High-street.
- (D) In Tame-street, on the west side thereof, from the south building line of Robinson-street to the north building line of High-street.

Tramway No. 14—In the borough of Dukinfield.

- (A) In Park-road, on the north side thereof, commencing at the boundary between the boroughs of Dukinfield and Stalybridge for a distance of 5·3 chains from the said borough boundary in a westerly direction.
- (B) In Park-road, on both sides thereof, between a point 4 chains west of Clarence-street and Sandy-lane and the junction with Tramway No. 15.
- (C) In Park-road, on both sides thereof, between points respectively 1·5 chains and 4·5 chains west of the gateway or entrance to the Ashton-under-Lyne and Dukinfield Cemetery.
- (D) In Park-road, on both sides thereof, between points respectively 5·5 chains east of River-side and 11 chains west from the said point.
- (E) In Wharf-street, on both sides thereof, between a point 3 chains east of King-street and the junction with Tramway No. 17.
- (F) In King-street, on both sides thereof, between a point 3 chains south of Wharf-



street and the junction with Tramway No. 17.

- (g) In King-street, on both sides thereof, between points respectively 25 chain and 3.25 chains south of Astley-street.
- (h) In King-street, on both sides thereof, between points respectively 5 chain and 3.5 chains south of Pickford-lane.
- (i) In King-street, on both sides thereof, between points respectively 4.5 chains south of the entrance gateway to the Dukinfield (New) Coal and Cannel Company's colliery "Astley Pit" and 7.5 chains south of the said gateway or entrance.
- (j) In King-street, Dewsnap-bridge, and Victoria-road, on both sides thereof, from a point 2.5 chains north of the junction with Dewsnap-lane and Tramway No. 18, to a point in Victoria-road 3 chains south of Dewsnap-bridge and Globe-lane.
- (k) In Victoria road, on both sides thereof, from a point 5.25 chains north of the boundary of the boroughs of Dukinfield and Hyde to the said boundary in Dukinfield-road.

Tramway No. 15—In the borough of Dukinfield.

In Clarence-street, on the east side thereof, from the point of intersection with Tramway No. 14 in Park-road, along the east side of Clarence-street for a distance of 4.12 chains, proceeding in a northerly direction to the boundary between the boroughs of Dukinfield and Stalybridge.

Tramway No. 16—In the borough of Dukinfield.

(A) In River-side, on both sides thereof, from the point of intersection with Tramway No. 14 in Park-road for a distance of 2.5 chains in a northerly direction along the said River-side.

(B) In River-side, on both sides thereof, from the intersection with Tramway No. 19 to a point 2.5 chains along River-side in a southerly direction.

Tramway No. 17—In the borough of Dukinfield.

In King-street, on both sides thereof, from a point 1.5 chains from the centre of Alma Bridge and the boundary between Dukinfield and Ashton-under-Lyne, for a distance of 2.5 chains in a southerly direction to a point terminating and intersecting with Tramway No. 14 in King-street.

Tramway No. 18—In the borough of Dukinfield.

(A) In Dewsnap-lane, on both sides thereof, from the point of intersection with Tramway No. 14 in King-street to a point 3 chains south-east of the said point.

(B) In Dewsnap-lane, on both sides thereof, from a point 3.75 chains north-west of the centre of a private tramway in Dewsnap-lane to a point 10 chains in an easterly direction from the said point.

(C) In Dewsnap-lane, on both sides thereof, from a point 3.5 chains west of the intersection with Tramway No. 19, in the borough of Dukinfield, at Birch-lane to a point 4 chains west of the said point in Dewsnap-lane.

Tramway No. 19—In the borough of Dukinfield.

(A) In Crescent-road, on both sides thereof, from a point 4 chains south-east of the boundary of Dukinfield and Ashton-under-Lyne (being the centre of the county bridge over the River Tame), for a distance of 2.5 chains in a southerly direction from the said point in Crescent-road.

(B) In Crescent-road, on both sides thereof, from a point 1 chain south-east of the centre of Wharf-street, for a distance of 3 chains

south-east of the said point in Crescent-road.

(c) In Crescent-road, on both sides thereof, from a point at the junction of Crescent-road and Old-road, for a distance of 3 chains in a southerly direction along the said Crescent-road.

(D) In Crescent-road, on both sides thereof, from a point 3.75 chains south-east of Hope-street, for a distance of 8 chains in a south-easterly direction from the said point to Chapel Hill.

(E) In Town-lane, on both sides thereof, from a point 1.25 chains north of Pickford-lane to a point 2.5 chains south-east of the said point in Town-lane.

(F) In Town-lane, on both sides thereof, from a point 3 chains north-west of intersection with Tramway No. 20 for a distance of 6 chains along Birch-lane, in a south-easterly direction from the said point.

(G) In Birch-lane, on both sides thereof, from a point 1.25 chains north of Wrigley-street, for a distance of 2.5 chains south of the said point.

(H) In Birch-lane, on both sides thereof, from a point 2 chains north-west of Dewsnap-lane, for a distance of 9 chains south of the said point.

(I) In Birch-lane, on both sides thereof, from a point 5.5 chains north of the boundary between the boroughs of Dukinfield and Hyde, for a distance of 3 chains north of the said point.

Tramway No. 20—In the borough of Dukinfield.

(A) In Oxford-road, on both sides thereof, from a point intersecting with Tramway No. 19 in Town-lane and Birch-lane, for a distance of 4 chains in an easterly direction along Oxford-road.

(B) In Oxford-road, on both sides thereof, from a point at the boundary between Dukinfield and Stalybridge to a point 3 chains west of the said point.

Tramway No. 21—In the borough of Hyde.

(A) In Dukinfield-road, on both sides thereof, between points respectively 2 furlongs 8.20 chains and 3 furlongs 1.20 chains from the commencement of the said tramway.

(B) In the private road of Ashton Brothers and Co., Limited, and the trustees of the late Thos. Ashton, on both sides thereof, between points respectively .50 chain and 3.50 chains south from the centre of Throstle Bank-street.

(C) In Newton-street, on both sides thereof, between points respectively .50 chain and 4 chains north from George-street.

(D) In George-street and Clarendon-street, on both sides thereof, for the whole length of the said streets.

(E) In Market-place, on both sides thereof, between points respectively 2.50 chains and 7.30 chains east from the centre of Clarendon-street.

(F) In Clarendon-place, on both sides thereof, from the centre of Platt-street, for a distance of 1 chain west thereof.

(G) In Mottram New-road, on both sides thereof, between points respectively 1 chain and 4 chains east from the centre of Beeley-street.

(H) In Mottram New-road, on both sides thereof, between points respectively 1 chain west and 2 chains east from the centre of Cheap-side.

(I) In Mottram New-road, on both sides thereof, between points, respectively 3.20

chains and 6.20 chains west from the defined boundary between the townships of Hyde and Godley.

- (j) In Mottram New-road, on both sides thereof, between points respectively 1 furlong 1.30 chains and 1 furlong 4.30 chains east from the defined boundary between the townships of Hyde and Godley.
- (k) In Mottram New-road, on both sides thereof, from the centre of Sheffield-road for a distance of 1 chain east thereof.
- (l) In Mottram New-road, on both sides thereof, between points respectively 2 chains east and 2 chains west from the centre of Tetlow Fold-road.
- (m) In Mottram New-road, on both sides thereof, between points respectively 4 chains and 7 chains east from the corner of Pudding-lane.
- Tramway No. 22—In the borough of Hyde.**
- (A) In Ashton-road, on both sides thereof, from its commencement to a point 1 chain south thereof.
- (B) In Ashton-road, on both sides thereof, between points respectively 1.50 chains north and 1.50 chains south from the centre of Leigh Fold.
- (C) In Ashton-road, on both sides thereof, from the centre of Bennett-street to a point 1.50 chains north along the said road.
- (D) In Bennett-street, on both sides thereof, from the centre of Ashton-road to a point 1.50 chains west along the said street.
- (E) In Bennett-street, on both sides thereof, between points respectively 1.50 chains east and 1.50 chains west from the centre of Harding-street.
- (F) In Bennett-street, on both sides thereof, between points respectively .75 chain east and .75 chain west from the centre of the bridge carrying the roadway over the Great Central Railway.
- (G) In Bennett-street and Old-road, on both sides thereof, from a point in Bennett-street 2 chains east from the centre of Old-road to a point in Old-road 2 chains south from the centre of Bennett-street.
- (H) In Old-road, on both sides thereof, between points respectively 1 chain north of Mount-street and 2 chains south of the said street.
- (I) In Old-road and Newton-street, on both sides thereof, between a point 1.50 chains north of Spring-gardens, and a point in Newton-street 8.30 chains to the south-west of Spring-gardens.

**Tramway No. 23—In the borough of Hyde.**

- (A) In Ashton-road, on both sides thereof, from the commencement of the tramway to a point 1.50 chains south-east from the centre of Bennett-street.
- (B) In Ashton-road, on both sides thereof, from Lodge-lane to a point 9.70 chains to the south-east thereof.
- (C) In Ashton-road, on both sides thereof, from Forest-street to a point 3 chains south-east thereof.
- (D) In Ashton-road, on both sides thereof, between points respectively 1 chain and 2 chains north from the centre of Victoria-street, and in Commercial-brow from the centre of Victoria-street to a point 1 furlong 2.50 chains south-east thereof along Commercial-brow.
- (E) In Commercial-street and Hoviley, on both sides thereof, for the whole length of the said Commercial-street and Hoviley.
- (F) In Hoviley-brow, on both sides thereof,

between points respectively 1 chain and 6 chains north-east from the junction of the tramway with Tramway No. 21 in Clarendon-place.

**Tramway No. 24—In the borough of Hyde.**

- (A) In Clarendon-road, on both sides thereof, from the commencement of the tramway to a point 1.50 chains south-west thereof.
- (B) In Clarendon-road, on both sides thereof, between points respectively 1 furlong 3.50 chains and 1 furlong 6.50 chains from the commencement of the tramway.
- (C) In Clarendon-road, on both sides thereof, from the corner of Park-road for a distance of 1 chain north-east along Clarendon-road, and in Clarendon-street, on both sides thereof, for the whole length of the said Clarendon-street to the junction of the tramway with Tramway No. 21.

**Tramway No. 25—In the borough of Hyde.**

In Throstle Bank-street, on both sides thereof, from the commencement of the tramway, for the whole length of the said Throstle Bank-street, and in Well Meadow, on both sides thereof from the corner of Throstle Bank-street to a point 6 chains south thereof.

6. The tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said tramways carriages adapted for use on railways.

7. The power to be employed for moving carriages or trucks on the said tramways will be electrical or any mechanical power and animal power.

8. To authorise the Board, in connection with the proposed tramways, to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, girders, cantilevers, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

9. To authorise the Board to deviate in the construction of the said tramways, both vertically and laterally, to the extent shown on the deposited plans and sections, or to be defined by the intended Act or prescribed by Parliament.

10. To empower the Board to make such alterations of the existing tramways in the borough of Stalybridge when acquired by and vested in them, and to execute all such works on or in connection therewith, and in, over, or under the streets or roads in which the same are laid, as may be necessary or expedient for adapting the same to be worked by mechanical power; and to empower the Board to lay down, construct, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the proposed tramways, or the existing tramways, or for connecting any portions of the said tramways with any tramways which can be worked in connection with any of the proposed or existing tramways, or for providing access to or forming connections with any generating station or stations, engines, machinery, or apparatus.

11. To empower the Board to construct any of the proposed tramways, and to reconstruct any of the existing tramways by substituting single or interlacing lines for double lines or double or interlacing lines for single lines.

12. To empower the Board, for the purposes of the proposed works and for the erection of a tramway carriage house, depôt, stables, and

other buildings, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or to take on lease any lands, houses, or buildings, and to acquire, by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, and buildings.

13. To empower the Board of Trade to authorise by Provisional Orders, to be confirmed by Parliament, the construction by the Board of tramways beyond the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield, which will at any time form a connection with any of the tramways of the Board.

14. To empower the Board, when any road in which a tramway is laid is altered or widened, to reconstruct such tramway in such position as they think fit.

15. To enable the Board for the construction of any tramway to increase the width of the roadway by reducing the width of any foot-path.

16. To empower the Board to run omnibuses or motor cars in connection with their tramways, or when the running of carriages thereon is impracticable.

17. To enable the Board on the one hand, and the respective Corporations of Manchester and Ashton-under-Lyne, and the Oldham, Ashton-under-Lyne, and Hyde District Tramways, Limited, or any local authority, company, or person with regard to any tramways, tramroads, or light railways in the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield not being the property of the Board, and any tramways (including in that word, where subsequently used in this Notice, any tramroad or light railway) in any adjacent or neighbouring districts which can be worked with any of the tramways of the Board on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the reconstruction, alteration, purchase, sale, lease, working, use, management, and maintenance by the contracting parties of all or any of their respective tramways and works, or any part or parts thereof respectively, the making of all necessary junctions, the supply of rolling stock, plant, machinery, and electrical energy or power, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and appointment of the revenue arising from such traffic and the payment of any fixed or contingent rent, and to confirm and to give effect to any agreements which have been or may be made touching any of the matters aforesaid.

18. To confirm and carry into effect any agreement or agreements which may be entered into between the Board on the one hand, and the Corporation of any borough or any urban district council or other local authority of any district or districts adjacent to or near to the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield on the other hand, before the passing of the intended Act, with respect to the use, construction, leasing, and working of any tramways within or without the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield, or with respect to the use, maintenance, management, repair, and working of any tramways within or without the said boroughs belonging or in lease

to them respectively, or on which they respectively have power to place or run carriages, and with respect to the placing or running of carriages on any such tramways, the supply of rolling stock; plant, machinery, and electric energy, the conveyance and interchange of traffic thereon, and other facilities, and the payment, collection, division, and apportionment of rents, tolls, rates, and charges arising from such tramways and traffic.

19. To authorise the Board for the purposes of constructing any tramway in any street, to take up, remove, or dispose of, or, if thought fit, to appropriate and use in the construction of that tramway any existing tramway in such street.

20. To empower the Board to make from time to time such turnouts, crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or convenient to the efficient working of all or any of the before-mentioned tramways, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Board or their lessees, or for effecting junctions with the system of any corporation, company, or person with their consent.

21. To empower the Board from time to time, when, by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare in which any tramway, channel, or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, channel, or electric line, and to make, lay down, and place temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway, channel, or electric line, or substituted tramways or channels or electric lines.

22. To confer on and to reserve to the Board and their lessees the exclusive right of using on any of the proposed tramways, carriages drawn or propelled by any motive power hereinbefore mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

23. To provide for the repair by the Board or the Corporation of the borough in which the proposed tramway will be situate, or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway, channel, or electric line may, for the time being, be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways or channels or electric lines.

24. To empower the Board and their lessees to place and run carriages on the proposed tramways, and (but subject to the rights of the lessees under any contracts and agreements already made or hereafter to be made) on the existing tramway, and on any tramway within or without the said boroughs which may, for the time being, be connected with any of the tramways of the Board, and to work and demand and take tolls, rates, and charges in respect of the use of such tramways and carriages, and for the conveyance of passengers, animals, goods, minerals, merchandise, and other traffic thereon and therein, and to alter the existing or authorised tolls, rates, and charges, and to confer exemptions from such tolls, rates, and charges, and to demand and take tolls, rates, and charges for the use of omnibuses or motor cars, and both within and without the said boroughs to provide

stables, buildings, carriages, trucks, horses, harness, engines, motors, machinery, apparatus, and steam, electric, cable, and other plant, fixed and movable; necessary or convenient for working such tramways, by any motive power hereinbefore mentioned, and to sell, exchange, or dispose of such of the before-mentioned articles and things as may not be required.

25. To empower the Corporations to use the tramways for sanitary purposes, and for the conveyance of scavenging stuffs, road metal, and other materials free of tolls.

26. To authorise and empower the Board to produce, store, supply, and sell electrical energy (in this Notice called "electricity") for public and private lighting, traction power, heating, chemical, trade, manufacturing, and all public and private purposes as defined in the Electric Lighting Act, 1882, and for any other purposes to which electricity may be applicable within the boroughs of Stalybridge, Hyde, Mossley and Dukinfield.

27. To empower the Board to enter upon, take, and use, compulsorily or otherwise, and to hold the lands hereinafter mentioned, or some of them, or some part or parts thereof respectively, or any estates, rights, or interests in or easements over the same (that is to say):—

A piece of land situate in the borough of Stalybridge, in the county of Chester, containing 9 acres 0 roods 136 yards or thereabouts, bounded on the south and south-west by the River Tame, on the north-east by land belonging to the Stalybridge Corporation, on which the gasworks now stand, and on the west by Clarence-street.

And upon such lands or any part thereof, to erect, work, maintain, and use a station or stations for generating, transforming, and transmitting electrical energy, with all dynamos, batteries, transformers, accumulators, condensers, engines, apparatus, plant, machinery, and other works, appliances, and conveniences for that purpose, and to generate, transform, and transmit such energy accordingly.

28. To empower the Board for the purposes of their electric undertaking within the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield, to open, break up, alter, and interfere with roads, highways, streets, bridges, railways, canals, tramways, sewers, drains, mains, pipes, tubes, wires, and other apparatus and things, and to make special provisions in relation to the exercise of such powers, and to break up any streets or bridges across or over railways or canals within the said four boroughs not repairable by a local authority without the consent of the Board of Trade, and to exempt the Board from the restrictions imposed by Section 13 of the Electric Lighting Act, 1882.

29. The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follows:—

In the borough of Stalybridge—Market-street, Melbourne-street, and Grosvenor-street.

In the borough of Mossley—Manchester-road from its junction with Waggon-road to Woodend.

30. To vest in the Board all the property, rights, powers, privileges, and authorities conferred upon or vested in the Hyde Corporation and the Dukinfield Corporation respectively by the Hyde Electric Lighting Order, 1900, and the Dukinfield Electric Lighting Order, 1899, and to apply the provisions of such Orders to the Board with certain modifications, and in particular to extend the time limited by those

Orders respectively for the laying of distributing mains throughout the streets named in the Third Schedule to the Hyde Electric Lighting Order and the Second Schedule to the Dukinfield Electric Lighting Order, and to alter and amend the provisions with regard to revocation in the Dukinfield Electric Lighting Order.

31. To empower the Board to manufacture, purchase, provide, sell, and let on hire, or otherwise deal in and fix meters, pipes, fittings, engines, stoves, wires, fuses, switches, lamps, dynamos, motors, and other apparatus incidental to the supply or consumption of electricity, to exclude the same from liability to distress, and to make provision in regard to the construction, laying down, inspection, and testing of meters and any of the articles and things aforesaid in premises supplied by the Board with electricity.

32. To empower the Board to allow discounts on charges for electrical energy for payment within a specified period, and to enable the Board to make bye-laws with respect to electric fittings.

33. To authorise the Board and any district council, parish council, company, or person to enter into or carry into effect contracts for the supply of electricity within or beyond the limits of supply, and to confer upon the Board and such corporations, councils, company, or person the necessary powers enabling them to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys.

34. To authorise the Board for any of the purposes of the tramway or electrical undertakings to purchase, or take on lease, and hold lands, houses, and buildings, and to sell, lease, or otherwise dispose of any lands, houses, or buildings for the time being belonging to them, and not required for the purposes of the undertaking.

35. To confer upon the Board all other necessary powers and authorities for the manufacture, production, storage, and supply of electricity for all domestic, trading, public, and other purposes.

36. To make provision in regard to the price, pressure, quality, and testing of electricity.

37. To authorise the Board to construct, maintain, and use mains, pipes, conductors, wires, switches, street boxes, culverts, drains, and other works as may, in the opinion of the Board, be necessary.

38. To authorise the Board to enter upon lands and premises in certain cases, to remove or inspect any pipes and works belonging to the Board, and for other purposes.

39. To make provision in regard to matters incidental to the objects of the intended Act, including the following:—The exemption of the Board from liability to supply electricity to persons in debt to them in respect of other property, and from liability to penalties in cases of unavoidable accidents, the payment of interest on deposit, the making of bye-laws, audit of accounts, the giving service and authentication of notices and other documents, the exemption of justices and others from disqualification by reason of contracts for supply of electricity, the date for filling up and transmission of electric lighting accounts, and the imposition, recovery, and application of penalties.

40. To authorise the Board to acquire, hold, and use patent rights and licenses thereunder for any of the purposes of the intended Act.

41. To empower the Board to levy and recover rates, rents, and charges for the

supply of electricity, and for the sale and hire of meters, fittings, engines, stoves, wires, fuses, switches, lamps, dynamos, motors, and other apparatus and things.

42. To confer upon the Board all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and to incorporate in the Bill and make applicable to the Board and the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield, with or without modifications, all or some of the provisions of the Electric Lighting (Clauses) Act, 1899, and to alter, vary, or extinguish all rights and privileges which might interfere with the objects of the Bill, and to confer all other rights and privileges necessary for carrying such objects into effect, and the Bill will or may expressly except or vary the provisions of Sections 2 and 3 of the Electric Lighting Act, 1888, relating to purchase by the local authority, and the provisions of Sections 23 and 63 to 68, relating to the revocation of the powers by the Board of Trade.

43. To extend and apply to the Board all or some of the provisions of the Public Health Acts relating to the purchase of land, the repeal, alteration, or amendment of Acts, and the borrowing of money, and the granting of Provisional Orders, and to authorise the Board to create and issue stock in the manner provided by Part V of the Public Health Acts Amendment Act, 1890, or any Act amending that Act, and to empower trustees to invest trust funds in such stock or on any of the mortgages of the Board, and to authorise the Board to promote Provisional Orders under the Tramways Act, 1870, and the Light Railways Act, 1896.

44. To provide for the application of the revenue and profits arising from the tramway undertaking and the electricity undertaking of the Board and for meeting any deficiency in the net revenue of the Board out of the borough rates and borough funds, or the general district rates and district funds, or any other rates or property of the Corporations represented on the Board, or otherwise as may be provided by the intended Act, and to provide for the apportionment and payment of the deficiency (if any) between and by the Corporations represented on the Board, to provide for the recovery thereof, and to empower the Board to impose, levy, and collect rates within the boroughs of Stalybridge, Hyde, Mossley, and Dukinfield.

45. To provide for the formation of a fund for meeting deficiencies in the revenue of the undertaking, or any extraordinary claim or demand, and to provide for contributions thereto from the revenue of the Board, or from the Corporations represented on the Board.

46. To authorise the Board to borrow money for the purposes of the intended Act and for current expenses upon the security of their tramway undertaking and the electricity undertaking or the revenues thereof, and upon the borough rates and borough funds or the district funds and general district rates, and any other rates or property of the Corporations represented on the Board, or the contributions to be made by such authorities, and to empower the Board to grant and issue mortgages, debentures, and debenture stock in respect thereof, and to empower the Board to grant annuities chargeable upon the undertaking, rates, and property aforesaid, and to provide for the transfer and redemption of such annuities.

47. To authorise and empower the Board to promote and oppose Provisional Orders and Bills in Parliament, and to apply their funds or revenue to the payment of the costs and expenses attending such promotion or opposition.

48. To authorise the Stalybridge Corporation to make and maintain a new street, wholly within the borough of Stalybridge, to be called Waterloo-road, with all needful and desirable works and conveniences in connection therewith, commencing in Spring-street at a point 40 yards north of the northerly building line of Market-street, and terminating in Market-street at a point 26 yards or thereabouts measured eastwards along the north building line of Market-street from the easterly side of Wellington-street.

49. To authorise the Hyde Corporation to make and maintain a diversion of Dukinfield-road, wholly within the borough of Hyde, with all needful and desirable works and conveniences in connection therewith, commencing at a point 300 yards from the centre of Throstle Bank-street, and terminating at the north-west corner of Edward-street.

50. To authorise the Board, in connection with such road diversion, and between the same points of commencement and termination, to make a new bridge, with all needful and desirable works and conveniences in connection therewith, in lieu of the existing bridge underneath the railway of the Sheffield and Midland Railways Companies' Committee to the south of the existing bridge.

51. To authorise the Stalybridge Corporation, and the Hyde Corporation, and the Board, or any of them respectively, to deviate from the lines and levels of the intended new street, road diversion, and new bridge as shown upon the plans and sections hereinafter mentioned to such extent as may be provided by the intended Act.

52. To authorise the Stalybridge Corporation, and the Hyde Corporation, and the Board respectively to purchase and to take by compulsion or agreement, and to take leases or grants of, or easements in, under, or over lands, houses, and other hereditaments for the purposes of the said new street, road diversion, and new bridge respectively, and the intended Act will or may vary or extinguish any rights or privileges connected with any such lands, houses, or other hereditaments, as aforesaid, and will empower the Stalybridge Corporation to purchase part only of any property for the purposes of the said new street without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

53. To authorise the Stalybridge Corporation in connection with the execution of the said new street to make such alterations of the levels of any existing street as may be necessary for making a convenient access to such street.

54. To authorise the Stalybridge Corporation to carry into effect agreements with any person with regard to the manner in which the new street is to be constructed, accommodation works, and the levelling and filling up of land fronting on the new street.

55. To authorise the Stalybridge Corporation to borrow money for such term or terms as may be prescribed by the intended Act for the construction of the new street, and for improving and altering Huddersfield-road, and for other purposes of the intended Act, and to charge the same upon the borough fund and borough rate, and general district fund and general district

rate, and other property of the Stalybridge Corporation, or any of them, and to execute, grant, and issue mortgages, and to create and issue stock to be redeemable at such period or periods, and in such manner as may be prescribed by the intended Act, and to authorise the Stalybridge Corporation to apply any of their funds, rates, or other moneys belonging to them or under their control, or which they now are or may by the intended Act be empowered to raise or levy for all or any of the purposes aforesaid.

56. To authorise the Hyde Corporation to borrow money for such term or terms as may be prescribed by the intended Act, upon the security of the district fund and general district rate, and any other rates or property of the Hyde Corporation, for the purpose of the said road diversion, and for widening and improving the Dukinfield-road from Throstle Bank-street to Newton-street, and for widening and improving Newton-street, and for the construction of a viaduct over Godley Brook connecting Clarendon-street with Clarendon-road, and for widening and improving Clarendon-street from Grafton-street to such viaduct for the purposes of the construction of the tramways, and to empower the Hyde Corporation to grant and issue mortgages, stock, debentures, and debenture stock in respect thereof, and to empower the Hyde Corporation to grant annuities chargeable upon the rates and property aforesaid, and to provide for the transfer and redemption of such annuities.

57. To provide for the payment of the costs, charges, and expenses of and incidental to the promotion of the Bill for the intended Act, and of the promotion of the Hyde Electric Lighting Order, and the Dukinfield Electric Lighting Order, and of the promotion by the Corporations of Hyde and Dukinfield of the Hyde and Dukinfield Light Railways Order, and of the opposition of the said Corporations to the Oldham, Ashton-under-Lyne, and Hyde District Light Railways Extensions Order, and of and incidental to the purchase by the Stalybridge Corporation or the Board of the existing tramways in the borough of Stalybridge, and to empower the Corporations represented on the Board to contribute their share of such costs, charges, and expenses, and any sums which they may be required to contribute to the Board out of their respective borough rates and borough funds or general district rates or other rates or revenues, and to empower them respectively to borrow money on the security of such rates for those purposes.

58. To alter, amend, extend, enlarge, or repeal all or some of the provisions of the Electric Lighting Orders Confirmation (No. 6) Act, 1900, and the Hyde Order thereby confirmed, the Electric Lighting Orders Confirmation (No. 10) Act, 1899, and the Dukinfield Order thereby confirmed, the Stalybridge Extension and Improvement Act, 1881, the Mossley Improvement Act, 1885, and all Acts, Orders, and resolutions directly or indirectly relating to or affecting the Corporations represented on the Board and their respective boroughs, and will or may incorporate with itself *in extenso* or by reference; and with or without alteration, the provisions, or some of the provisions, of the Act and Orders in this Notice referred to, and of the Lands Clauses Acts, the Tramway Act, 1870, the Electric Lighting Acts of 1882 and 1888, and the Electric Lighting (Clauses) Act, 1889, or any Act amending the same respectively, and the intended Act will vary, repeal, or extinguish all existing

rights, powers, 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 will confer other rights, powers, and privileges.

And notice is hereby also given, that plans and sections, in duplicate, showing the line, situation, and level of the said tramways, new street, road diversion, and new bridge, and the lands in, through, or over which they will be made, and plans showing the lands which may be taken under the powers of the intended Act, together with a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, and a copy of this Notice, will be deposited for public inspection on or before the 30th day of November instant with the Clerk of the Peace for the county Palatine of Lancaster, at his office at Preston, in that county, and 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 the said plans, sections, and book of reference, and a copy of this Notice will be deposited with the Town Clerk of the borough of Stalybridge, at the Town Hall, Stalybridge; with the Town Clerk of the borough of Hyde, at his office at the Town Hall, Hyde; and with the Town Clerk of the borough of Mossley, at the Town Hall, Mossley; and with the Town Clerk of the borough of Dukinfield, at the Council offices, Dukinfield.

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, 1900.

JNO. MILLER, Town Clerk, Stalybridge;	} Solicitors for the Bill.
THOS. BROWNSON, Town Clerk, Hyde;	
J. HYDE, Town Clerk, Mossley;	
THOS. HODGETTS GORDON, Town Clerk, Dukinfield;	
BAKER, LEES, and Co., 54, Parliament- street, Westminster, Parliamentary Agents.	

In Parliament.—Session 1901.

Derbyshire and Nottinghamshire Electric Power.

(Incorporation of Company; Power to establish Generating Stations and Works, and supply Electricity, &c, in County of Nottingham and parts of the County of Derby; Compulsory taking and user of Lands, &c.; Breaking up of Streets; Power to lay down Wires, Pipes, &c., and exercise of other Powers; Rates, Charges, &c.; Provisions as to Supply; Agreements with and powers to Local Authorities, Companies, and Bodies; Incorporation and 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 all or some of the purposes following, that is to say:—

To incorporate a Company (hereinafter called "the Company") for the purpose of establishing and carrying on electric Works and generating, producing, and supplying electric energy or power, and doing all things necessary for or ancillary to that purpose and generally for the purposes of the Bill.



To empower the Company to enter upon, take, and use compulsorily or otherwise, and to hold amongst other lands the lands in the counties of Derby and Nottingham hereinafter mentioned or some of them, or some part or parts thereof respectively, and any estates, rights, or interests or any easements over the same, that is to say:—

(a) (1) The properties in the parish of Colwick in the rural district of Basford numbered on the Ordnance Map (scale  $\frac{1}{2500}$  edition 1884) 156, 157 and 196 in that parish.

(2) A strip of land 40 feet or thereabouts in width, in the said parish and district, extending in a westerly direction from the westernmost corner of the said property numbered 157, across the properties numbered respectively on the said Ordnance Map, 194, 193 and 191, in the said parish to the public road numbered 177 in that parish.

(b) Certain lands partly in the parish of Sookholme (otherwise Sokeholme), in the rural district of Skegby, and partly in the parish and urban district of Warsop, bounded on the south in part by Sookholme-lane, and in part by the railway of the Lancashire, Derbyshire and East Coast Railway Company, on the north-west by the road known as Carter-lane or Off-lane, on the north by Sookholme-moor, and on the east by the River Meden.

All the above lands are situate in the county of Nottingham.

(c) A piece of land in the parish and urban district of Newbold and Dunston in the county of Derby, consisting of the property numbered on the Ordnance Map (scale  $\frac{1}{2500}$  2nd. edition, 1898) 49, in the said parish and so much of the property numbered on that Map 32 in that parish as lies to the eastward of a line drawn in a due southerly direction across that property from the south-westernmost corner of the property numbered on the said Map 42 in that parish.

(d) The properties in the parish of Trowell, in the rural district of Basford, in the county of Nottingham, numbered on the Ordnance Map (Scale  $\frac{1}{2500}$  edition 1881) 54, 55, 79, 80 in that parish, and the properties in the parish and borough of Ilkeston, in the county of Derby, numbered on that Map 824, 825, 837 and 851 in the said parish of Ilkeston.

And to empower the Company upon all or any of such lands and premises or any part thereof respectively to erect, maintain, work and use a station or stations for producing, generating, using, transforming, transmitting, conveying and distributing electric energy or power, and any material, product, matter or thing arising or used in the process of such generation or transformation, with all necessary dynamos, batteries, accumulators, storage motors, generators, engines, plant, machinery, works, buildings, appliances, apparatus and conveniences for that purpose, and to produce, generate, transform, transmit, convey, store, use, and distribute such energy, power, materials, products, matters and things, and to supply and distribute the same to and within the following limits, or some part or parts thereof, that is to say:—

The whole of the county of Nottingham and the county of Derby, except that part of the county of Derby which lies to the south of the river Trent, and except that part of the said

county which lies to the north-west of the boundary between the unions of Bakewell and Chapel-en-le-Frith.

To empower the Company within such limits to purchase, erect, maintain, manufacture, work, use, produce, store, supply, sell, let, and dispose of lands or interests or easements in or over lands, stations, storehouses, buildings, collieries, dynamos, accumulators, engines, batteries, machinery, vessels, apparatus, works, plant, stock, electric energy or power, and materials, products, matters or things arising or used in the process of producing, generating, using or transforming such energy or power, and accumulators, meters, fittings, lamps, storage motors, apparatus, matters and things, and to exercise such powers and to do such work and supply such materials and use such power as may be necessary or convenient in and for the production, storage, use, transmission, conveyance, measurement, distribution, and supply of electric energy or of power, and for providing and working materials for that purpose, or for fitting up and repairing such articles, matters, and things as aforesaid, or to make charges therefor or otherwise carrying on the undertaking of the Company.

To authorise the Company to open, break up, and interfere with streets, roads, public places, ways, footpaths, towing paths, railways, tramways, rivers, bridges, culverts, sewers, drains, pipes, telegraphic or pneumatic tubes, wires, apparatus, and to lay down, set up, maintain, renew, or remove either above or underground pipes, tubes, wires, casings, troughs, inspection chambers and boxes, posts, apparatus, and other works, matters, and things, including pipes for conveying water and any materials, matters, and things, used in or resulting from their operations to or from their works, and for those purposes or any of them to exercise within such limits the powers or some of the powers of the Gasworks Clauses Act, 1847, or the Waterworks Clauses Act, 1847, whether with or without modification or amendment.

To authorise the Company to take, collect, and recover rates, rents, and charges for the supply of electric energy or of power or any materials or products resulting from or arising or used in the generation or transformation of such energy or power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith within the limits aforesaid, and to provide for regulating the method of charging for electric energy or of power or such materials or products supplied therein, and the dividends to be paid, and the profits to be made by the Company.

To make special provision with respect to the rights and obligations of the Company to afford a supply of electric energy or of power, and the terms and conditions on which, and the bodies and persons to whom such supply will be afforded, and the exercise of all or any of the powers aforesaid, affecting streets and roads, and the control and regulation of the operations of the Company, and if and so far as necessary to exempt the Company from the provisions of the Electric Lighting Act, 1882, or the Electric Lighting (Clauses) Act, 1899, in that respect.

To authorise the Company and any local authority, company, body, or person within the limits of supply, as defined as aforesaid to enter into and carry into effect agreements with respect to all or any of the following matters, that is to say:—

The supply by or to the Company to or by such local authority, company, body, or person

of electric energy or of power, plant, fittings, or materials.

The prices to be charged for and the terms and conditions of such supply.

The execution on behalf of the Company by such authority, company, body, or persons of any works in reference to the supply or use of electric energy or of power within the aforesaid limits of supply, or the exercise of any of the powers of the Company by such authority, company, body, or person, or the exercise by the Company of any powers of such local authority, company, body, or person.

The supply by such local authority, company, body, or persons of water to the Company for condensing and other purposes of their Undertaking, and to confer all necessary powers on any such authority, company, body, or person, to enable them to carry out the provisions of any agreement and to confirm and give effect to any such agreements.

To incorporate with the Bill, with or without alteration or modification, the Companies Clauses Consolidation Act, 1845, and any Acts amending the same, and the Lands Clauses Acts, and to extend and apply to the proposed Undertaking and works, and to the Company with or without exception or variation all or such of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Acts incorporated therewith, and of the Schedule to the Electric Lighting (Clauses) Act, 1899, as may be thought expedient or applicable, and to exempt the Company from or apply to the Company in a modified form all or any of the provisions of those Acts, and especially but not exclusively of those following, that is to say:—

- (1.) Section 13 of the Electric Lighting Act, 1882; as amended by the Electric Lighting (Clauses) Act, 1899, with respect to the breaking up of railways, or tramways, or roads over bridges, and the provisions of the said Acts, with regard to overhead wires, and also the provisions of the said Act of 1888, with respect to the purchase of the undertaking by the local authority.
- (2.) The provisions of the Schedule to the said Act of 1899, with respect to the following matters, that is to say, the Undertakers, to security and accounts, compulsory works, supply, price, electric inspectors, testing, inspection, revocation of powers and nuisance.

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

And notice is hereby also given, that plans showing the lands which may be taken compulsorily 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, on or before the 30th day of November instant, be deposited for public inspection 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 Nottingham at his office at Nottingham, and that on or before the same day a copy of so much of the said plans and book of reference as relate to each of the areas in which any lands intended to be taken compulsorily are situate, together with a copy of this Notice as published in the London Gazette, will be deposited as follows, that is to say:—

In the case of the borough of Ilkeston with the Town Clerk thereof at his office, and in the case of any other urban district with the clerk

of the District Council for such district at his office, and in the case of any parish within a rural district (a) if a Parish Council has been constituted for or including such parish with the clerk to such Parish Council at his office, or if he has no office, at his residence, or if there be no clerk to any such Parish Council, with the chairman of such Council at his residence, or (b) if no Parish Council has been constituted for or including such parish with the clerk to the Council of the rural district in which such parish is included as hereinbefore stated.

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 19th day of November, 1900.

DAVIES, SANDERS, and Co., Chesterfield;  
MINET PERING SMITH and Co., 7, St.  
Helen's-place, London, E.C.;

Solicitors for the Bill.

REES and FREERE, 5, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1901

South Eastern and London Chatham and Dover Railways.

New Railway and Works in Counties of London and Kent; Amendment of Section 10 of South Eastern Railway Act 1898; Stopping up Footpath and Level Crossing at Chislehurst and Amendment of Section 7 of South Eastern and London Chatham and Dover Railway Companies (New Lines &c.) Act 1899; Deviations; Compulsory Purchase of Lands and Additional Lands in the Counties of London and Kent; Power to take parts only of Properties; Extensions of Time; Tolls Rates and Charges; Capital; Application of Funds; Power to increase number of Members of South Eastern and Chatham Railway Companies Managing Committee; Prevention of Trespass on Railways; 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 South Eastern Railway Company and the London Chatham and Dover Railway Company (hereinafter respectively referred to as "the South Eastern Company" and "the Chatham Company" and together as "the two Companies") for an Act (hereinafter called "the intended Act") for the following purposes or some of them (that is to say):—

New Railway, &c.

1.—To empower the two Companies or either of them with the consent of the other to make and the South Eastern and Chatham Railway Companies Managing Committee (in this Notice referred to as "the Managing Committee") to maintain the railway and other works hereinafter described with all proper stations sidings junctions roads approaches works and conveniences connected therewith or some part or parts thereof (that is to say):—

(1) A railway being a diversion of a portion of the Sheerness Branch Railway of the Chatham Company constructed under the powers of the Sittingbourne and Sheerness Railway Act 1856 wholly in the County of Kent commencing in the parish of Iwade by a junction with the said Railway at a point 3 furlongs 3.30 chains or thereabouts measured in a south-westerly direction along that railway from the centre of the bridge carrying the said railway over the Swale and terminating in the parish of Minster in Sheppey by a junction with the said railway at

a point 3 furlongs 1.30 chains or thereabouts measured in a north-easterly direction along that railway from the said centre of the bridge over the Swale and in connection therewith the construction of a new fixed bridge over the Swale in lieu of the present bridge which it is proposed to remove and the diversion of the existing road over the same to the said new bridge when constructed.

The intended railway and works will be situate wholly in the said parishes of Iwade and Minster-in-Sheppey.

The intended Act will also provide for the abandonment of so much of the existing railway of the Chatham Company including the existing bridge and roadway over the Swale as will be rendered unnecessary by the construction of the proposed diversion and will authorise the two Companies or either of them to sell lease or otherwise dispose of the site of the portion of railway to be so abandoned and roadway to be diverted or to hold the same for the general purposes of their undertakings.

(2) A new road situate wholly in the parish of St. Leonard Hythe in the county of Kent to be situate on the north-eastern side of and abutting on Railway No. 5 authorised by the South Eastern and London Chatham and Dover Railway Companies Act 1900 commencing by a junction with St. Leonards Road and terminating by a junction with Stade Street and connecting the roads known as Albert Road Park Road Ormonde Road and Victoria Road and in connection therewith the stopping up of Albert Road Park Road Ormonde Road and Victoria Road.

(3) An alteration and lowering of a portion of the following public roads under the main line of the South Eastern Company wholly in the parish and borough of Lewisham in the county of London in connection with the construction of Railway No. 1 authorised by and described in Section 4 of the South Eastern Railway Act 1898 (that is to say):—

- (a) Bertrand Street commencing at its junction with Branscombe Street and terminating at its junction with Porson Street;
- (b) Brookbank Road commencing at its junction with Branscombe Street and terminating at its junction with Porson Street;
- (c) Ellerdale Street commencing at its junction with Marsala Road and terminating at its junction with Porson Street at or near the southern end thereof.

(4) A new road in the parish and borough of Lewisham in the county of London being an extension of Wearside Road from the northern end thereof up to and across the river Ravensbourne commencing at a point seven chains or thereabouts measured in a northerly direction along Wearside road from its junction with the Ladywell Road and terminating at a point 1.50 chains or thereabouts northwards from the commencement.

(5) An alteration and raising of the following road over main line of the South Eastern Company in the parish and urban district of Orpington in the county of Kent in connection with the construction of Railway No. 4 authorised by and described in section 4 of the South Eastern Railway Act 1898 namely Crofton Road, Orpington commencing at a point 1.90 chains or thereabouts measured in a westerly direction from the centre line of the said railway where it crosses that road shown upon the plans of that railway deposited with reference to that Act with the Clerk of the Peace for the County of Kent

and terminating at a point 1.60 chains or thereabouts measured in an easterly direction from the same point on the said centre line.

2. To alter and amend or if need be to repeal all or some of the provisions of the South Eastern Railway Act 1898 with reference to the said roads and in particular the provisions of section 10 of the said Act for the protection of the London County Council and District Boards of Greenwich Lewisham and Lee.

3. To empower the two Companies or either of them to deviate laterally from the line of the intended railway and works to the extent shown on the plans to be deposited as hereinafter mentioned or to be defined by the intended Act and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned to such extent as may be defined by the intended Act and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act 1845 or otherwise.

4. To empower the two Companies or either of them to cross stop up alter or divert either temporarily or permanently all such public carriage and other roads streets highways courts passages footpaths ways canals navigations watercourses rivers streams drains sewers pipes floodbanks railways tramways subways and telegraphic and telephonic apparatus within the parishes and places aforesaid as it may be necessary or convenient to cross stop up alter or divert in executing the several purposes or which would interfere with the execution of any of the purposes of the intended Act and to provide that the two Companies shall not be liable under section 46 of the Railways Clauses Consolidation Act 1845 to repair or maintain the surface of any road which shall be carried over the intended railway by a bridge or bridges or the immediate approaches thereto except so far as the level of such road or approaches shall be permanently altered.

5. To empower the two Companies or either of them to stop up so much of the public footpath shown on the plans to be deposited as hereinafter mentioned in the parish of Chislehurst leading from the southern end of Botany Bay Lane and Tongs and Hawkwood Farms to Town Court as lies between the northern side of the level crossing on the main line of the Chatham Company and the north-eastern corner or thereabouts of the enclosure numbered 25 on the 1/2500 ordnance map of the county of Kent (second edition 1898) and to substitute therefor a footpath commencing at the northern side of the said level crossing and passing along the same side of the said main line of the Chatham Company in an easterly direction crossing the latter at a point 4.50 chains or thereabouts on the western side of the culvert under that railway near Petts Wood and thence continuing in a south-westerly direction through Town Court Wood and over the main line of the South Eastern Company and terminating near the said north-eastern corner of the said enclosure numbered 25 on the said 1/2500 ordnance map and to authorise the two Companies or either of them to stop up the level crossing hereinbefore mentioned and to alter amend and if need be to repeal so much of section 7 of the South Eastern and London Chatham and Dover Railway Companies (New Lines &c.) Act 1899 for the protection of Ernest James Wythes as may be inconsistent with the provisions of the intended Act.

Lands.

6.—To empower the two Companies or either of them with the consent of the other to purchase by compulsion or agreement and to hold lands

(which expression includes houses buildings roads paths sidings mines minerals and easements) or some part or parts thereof in the parishes areas and places in this Notice mentioned for the purposes of the said intended railway and other works and for the general or extraordinary purposes of the two Companies or either of them and their respective undertakings and for providing increased accommodation thereon 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 (that is to say):—

In the county of London:—

Certain lands in the parish and borough of Lewisham adjoining and situate on the western side of the Lady Well Loop of the Mid Kent Line of the South Eastern Company and lying between the said loop and Marsala Road.

Certain lands in the parish and borough of Lewisham adjoining and situate on the eastern side of the main line of the South Eastern Company and lying between that line and the River Ravensbourne and near the southern end of Porson Street.

Certain lands in the parish and borough of Lewisham adjoining and situate between the Mid Kent Line of the South Eastern Company the main line of that Company and the River Ravensbourne.

In the county of Kent:—

Certain lands in the parish and urban district of Beckenham adjoining the north-eastern side of the main line of the Chatham Company and lying between Penge Station and Venner Road.

Certain lands in the parish and urban district of Bexley adjoining the north side of the railway of the South Eastern Company and between that railway and the properties abutting on the south side of Salisbury Road.

Certain lands in the parish of Rainham situate on the north-eastern side of the main line of the Chatham Company and abutting on the north-western side of Station Road.

Certain lands in the parish of Nettlestead adjoining and situate on the eastern side of Yalding Station on the Paddock Wood and Maidstone Branch Railway of the South Eastern Company and lying between that railway and the River Medway.

Certain lands in the parish of Westgate-on-Sea adjoining and situate on the northern side of the Kent Coast Branch Railway of the Chatham Company and lying between that railway and Cuthbert Road.

7.—To confirm any contracts or agreements for the purchase or acquisition of any of such lands that have been or may be acquired by or on behalf of the two Companies or either of them.

8.—To alter vary or extinguish all existing rights and privileges connected with such lands houses and other property which would in any manner impede or interfere with the construction maintenance or use of the intended railway and works and the acquisition and use of the said lands and to confer other rights and privileges.

9.—To make provision for the appropriation by the two Companies or either of them of the sites of any footpaths or roads diverted or stopped up under the powers of the intended Act and for the extinguishment of all rights of way over the same with or without compensation in respect thereof and subject to such conditions as the intended Act may prescribe.

10.—To authorise the acquisition of a part only of any property houses buildings and manufactories and any easement in over or under any property without the two Companies or either of them being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act 1845 to purchase and take the whole of such property.

Extensions of Time.

11.—To extend the time limited for the completion of the works described in Articles 2 4 5 and 6 of the Agreement scheduled to the South Eastern Railway (Confirmation of Cator Agreement) Act 1897.

12.—To extend the time limited for the compulsory purchase of the additional lands described in and authorised by Section 20 subsection (4) of the South Eastern Railway Act 1892.

13.—To extend the time limited for the completion of works described in and authorised by Section 7 of the South Eastern Railway (Various Powers) Act 1885.

14.—To extend the time limited for the completion of the works described in and authorised by Section 8 of the South Eastern Railway Act 1889.

15.—To extend the time limited for the compulsory purchase of land for the railways described in and authorised by Section 4 of the South Eastern Railway Act 1898 and for the compulsory purchase of the additional lands described in and authorised by Section 16 of the said Act.

16.—To extend the time limited for the completion of the Widenings described in and authorised by Section 4 of the South Eastern Railway Act 1896.

17.—To extend the time limited for the compulsory purchase of lands for the works described in and authorised by Sections 4 and 5 of the London Chatham and Dover Railway Act 1898.

18.—To extend the time limited by the London Chatham and Dover Railway Act 1899 for the sale of all or any of the superfluous lands of the Chatham Company and to confer further powers on that Company with reference to the extension sale or disposal of such lands and to alter amend and extend in connection therewith the Lands Clauses Consolidation Act 1845.

Miscellaneous.

19.—To empower the Managing Committee to levy in respect of the intended railway and works the tolls rates and charges authorised to be levied by the Chatham Company by the Sittingbourne and Sheerness Railway Act 1856 in respect of the Sittingbourne and Sheerness Railway and to alter existing tolls rates and charges and to confer vary or extinguish exemptions from the payment of tolls rates and charges.

20. To enable the two Companies to make and carry into effect arrangements and agreements as to the provision of capital required for the purposes of the intended Act.

21. To empower the two Companies to apply to all or any of the purposes of the intended Act any capital or funds now belonging to them respectively or which they are authorised to raise under any previous Act or Acts and which may not be required for the purposes for which such capital was authorised.

22. To increase the number of the members of the managing committee so as to enable all or any of the present directors of the two Companies to sit and deliberate on the said managing committee or on any sub-committee thereof but without prejudice to the existing voting powers

of the directors of either of the two Companies at the meetings of the said managing committee and to alter and amend such of the provisions of the South Eastern and London Chatham and Dover Railway Companies Act 1899 with reference thereto as may be inconsistent with the provisions of the intended Act.

23. To enable the managing committee to make more effectual provision for the prevention of and punishment for trespass upon the railways now or hereafter belonging to or leased to or worked by the two Companies or either of them or the managing committee solely or in conjunction with any other company or companies and to enable the managing committee to make enforce and rescind bye-laws with reference to the matters aforesaid and to impose and provide for the recovery of penalties for breach of any such bye-laws or of the provisions of the intended Act in relation to the matters aforesaid.

24. The intended Act will vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes thereof and confer other rights and privileges and will incorporate so far as may be necessary for the purposes thereof the Lands Clauses Acts the Companies Clauses Consolidation Act 1845 the Railways Clauses Consolidation Act 1845 and any other Act or Acts amending those Acts respectively and will alter amend enlarge or repeal the provisions of the several Acts of Parliament (local and personal) following or some of them (that is to say): the Act 6 Will. IV. cap. 75 and any other Act relating to or affecting the South Eastern Company the Act 16 and 17 Vic. cap. 132 and any other Act relating to or affecting the Chatham Company the South Eastern and London Chatham and Dover Railway Companies Act 1899 and any other Act relating to or affecting the managing committee.

And notice is hereby further given that duplicate maps plans and sections of the railway and works proposed to be authorised by the intended Act and plans of the lands houses and other property proposed to be taken compulsorily with books of reference to those several plans containing the names of the owners or reputed owners lessees or reputed lessees and occupiers of those lands houses and other property and a copy of this Notice as published in the London Gazette will be deposited on or before the 30th day of November instant for public inspection as follows:—with the Clerk of the Peace for the County of Kent at his office at Maidstone with the Clerk of the Peace for the County of London at his office at the Sessions House Clerkenwell.

And that copies of so much of the said plans sections and books of reference as relates to each of the several parishes and places hereinbefore mentioned in or through which the works are intended to be made or within which lands houses and other property proposed to be taken compulsorily are situate 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 as follows:—

As regards the parish of Lewisham with the Town Clerk of the borough of Lewisham.

As regards the parish of St. Leonard Hythe with the Town Clerk of the borough of Hythe.

As regards the following parishes:—Bexley Beckenham Chislehurst and Orpington with the Clerks of the respective urban district councils of Bexley Beckenham Chislehurst and Orpington.

As relates to the parishes of Nettlestead Rainham Minster-in-Sheppey and Westgate-on-Sea with the Clerks to the respective parish councils of those parishes at their offices or residences or if there be no clerk with the chairman of the parish council at his residence.

As relates to the parish of Iwade with the clerk of the rural district council of Milton.

Printed copies of the Bill for the intended Act will on or before the 21st day of December 1900 be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November 1900.

J. W. WATKIN, 9 and 10, Railway Approach, London Bridge, S.E. Solicitor for the Bill.

MARTIN AND LESLIE, 27, Abingdon Street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1901.

Albion Steam Coal Company, Limited.  
(Rearrangement of Capital.)

(Rearrangement of Capital; Conversion of Ordinary Shares into Preference and Ordinary Shares; Provisions as to Dividend and Reserve Fund, and Votes of Shareholders; Alteration of Memorandum and Articles of Association; Incidental Provisions.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session by the Albion Steam Coal Company, Limited (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, that is to say:—

To authorize and provide for the conversion of the ordinary shares of the Company into fully-paid preference and ordinary shares, subject to such provisions and incidents as to votes of holders at general meetings, as to dividends, reserve fund, and otherwise as may be defined in the intended Act, or prescribed by Parliament.

To provide for the surrender and cancellation of the existing ordinary shares to be converted as aforesaid and of the certificates of such shares, and for the issue to and acceptance by the holders thereof of the new preference and ordinary shares and of certificates for such new ordinary and preference shares.

To provide as to the registration of the shares and the holders thereof.

To define the respective rights and liabilities of the holders of the two classes of shares in the event of any winding-up of the Company and other contingencies.

To effect any such alterations of the Memorandum and Articles of Association of the Company with respect to their capital and borrowing powers, reserve funds, payment of dividend, and otherwise as may be necessary for or incidental to the purposes of the Bill.

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 December next.

Dated this 14th day of November, 1900.

G. F. HILL and SON, Cardiff, Solicitors.

DYSON and Co., 9, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

London United Tramways.

(New Tramways in the Counties of London, Middlesex, and Surrey; Widening and alterations of levels of Roads and Carriageways; Compulsory purchase of lands for those and other purposes; Provisions as to the use of Mechanical power and Generating Station; Agreements with Local Authorities and others; Extension of time for construction of authorised Works; Special Provision as to purchase by Local Authorities; Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London United Tramways, Limited (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

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

(In the following descriptions of the proposed tramways all distances and lengths stated in this Notice are to be read as if the words "or thereabouts" had been inserted after each such distance or length.)

Tramway No. 1, commencing in Upper Richmond-road, Putney, by a junction with Tramway No. 9, hereinafter described, at a point 14 yards in a westerly direction from a point in line with the west side of Roehampton-lane, passing thence into and along the road leading across Barnes Common to Rocks-lane (crossing the London and South Western Railway at Barnes Station), Rocks-lane, Castlenau, otherwise Bridge-road, Hammersmith Bridge and approaches, Bridge-road, Broadway (Hammersmith), and terminating in the last-named road at a point 4 yards in a southerly direction from the Town Hall:

Tramway No. 1 will pass through or into the parishes of Putney, Barnes, and Hammersmith.

Tramway No. 1A, commencing in Upper Richmond-road, Putney, by a junction with Tramway No. 9, hereinafter described, at a point 36 yards in an easterly direction from a point in line with the west side of Roehampton-lane, and passing thence into and terminating in the roadway leading thence across Barnes Common to Rocks-lane by a junction with Tramway No. 1 at a point 30 yards in a northerly direction from the south side of Upper Richmond-road

Tramway No. 1A will pass through or into the parishes of Putney and Barnes.

Tramway No. 1B, wholly in Broadway in the parish of Hammersmith, commencing by a junction with the existing tramway at a point 6 yards in a westerly direction from the eastern side of the Swan Tavern, and terminating by a junction with Tramway No. 1 at a point 40 yards in an easterly direction from the Swan Tavern.

Tramway No. 1C, wholly in Broadway in the parish of Hammersmith, commencing by a junction with the existing tramway at a point 30 yards in a northerly direction from the south-west corner of the Royal Sussex Arms public-house, and terminating by a junction with Tramway No. 1B at a point 36 yards in an easterly direction from the Swan Tavern.

Tramway No. 2, wholly in the parish of Hammersmith, commencing in Broadway by a junction with Tramway No. 1 at the termination of that tramway passing thence, into, and along Brook Green-road, Shepherd's Bush-road, across

Goldhawk-road, The Lawn, across Uxbridge-road, Wood-lane, and Scrubb's-lane, and terminating in the last-named road at the boundary of the parish of Hammersmith at a point 32 yards in a southerly direction from the north side of Harrow-road.

Tramway No. 2A, commencing in Broadway by a junction with Tramway No. 2 at the commencement of that tramway, passing thence along Broadway, Hammersmith-road, Kensington-road, and High-street, Kensington, and terminating in the last-named road at a point 25 yards in an easterly direction from the Crown Tavern.

Tramway No. 2A will pass through or into the parishes of Hammersmith and St. Mary Abbots, Kensington.

Tramway No. 2B, wholly in Broadway, in the parish of Hammersmith, commencing by a junction with Tramway No. 1 at a point 33 yards in an easterly direction from the south-west corner of the Royal Sussex Arms public-house, and terminating by a junction with Tramway No. 2A at a point 23 yards southward from the Town Hall.

Tramway No. 3, commencing in Shepherd's Bush-road by a junction with Tramway No. 2 at a point 8 yards in a southerly direction from Melrose-gardens, passing thence into and along Netherwood-road, Richmond-road (including the bridge over the railway), Uxbridge-road, Norland-road, Norland-road North, Latimer-road, Bramley-road, Silchester-road, Lancaster-road, All Saint's-road, Tavistock-crescent, Great Western-road, Westbourne Park-road, Porchester-road (including Lord Hill's bridge over railway), Harrow-road (including Harrow-road bridge over canal), Warwick-road, Maida-hill West, crossing Edgware-road, Aberdeen-place, Cunningham-place, St. John's Wood-road, Park-road, Albert-road (including Water Meeting Bridge over canal), and terminating at or near the south-east end of the last-named road.

Tramway No. 3 will pass through or into the parishes of Hammersmith, Kensington, Paddington, St. Marylebone, and St. Pancras.

Tramway No. 3A, commencing in Warwick-road by a junction with Tramway No. 3, at a point 7 yards in a south-easterly direction from Maida Hill West, passing thence along Warwick-road (including Warwick-road Bridge over canal), Blomfield-road, across Edgware-road, into and terminating in Aberdeen-place by a junction with Tramway No. 3 at a point 6 yards in a north-easterly direction from Edgware-road.

Tramway No. 3A will pass through or into the parishes of Paddington and St. Marylebone.

Tramway No. 4, wholly in Harrow-road, in the parish of Paddington, commencing at a point in line with the north side of Amberley-road, passing thence in a south-easterly direction, and terminating by a junction with Tramway No. 3 at a point 7 yards in an easterly direction from Ranelagh-road.

Tramway No. 4A, wholly in the parish of Paddington, commencing in Harrow-road by a junction with Tramway No. 4, at a point 9 yards in an easterly direction from Ranelagh-road, passing thence into and terminating in Porchester-road by a junction with Tramway No. 3 at a point 67 yards in a southerly direction from the north side of Harrow-road.

Tramway No. 5, commencing in Harrow-road by a junction with Tramway No. 3 at a point 19 yards south-westward from the north-east side of Warwick-road, passing thence along Harrow-road and Edgware-road, and terminating at or near the southern end of the last-named road.



Tramway No. 5 will pass through or into the parishes of Paddington and St. Marylebone.

Tramway No. 5A, wholly in the parish of Paddington, commencing in Warwick-road by a junction with Tramway No. 3 at a point 5 yards north-westward from Howley-place, and passing thence into and along, and terminating in Harrow-road by a junction with Tramway No. 5 at a point 7 yards south-eastward from Howley-place.

Tramway No. 6, commencing in Kensington-road by a junction with Tramway No. 2A at a point 16 yards in a westerly direction from Warwick-road, passing thence into and along Holland-road and Uxbridge-road, and terminating in the last-named road by a junction with Tramway No. 3 at a point 40 yards in a north-easterly direction from the north-east corner of the Railway Tavern.

Tramway No. 6 will pass through or into the parishes of Kensington and Hammersmith.

Tramway No. 6A, commencing in Holland-road by a junction with Tramway No. 6 at a point 6 yards from Uxbridge-road and passing thence into, and terminating in, Uxbridge-road by a junction with Tramway No. 3 at a point 38 yards in a westerly direction from the Bank at the north-western end of Holland-road.

Tramway No. 6A will pass through or into the parishes of Hammersmith and Kensington.

Tramway No. 7, wholly in the parish of Hammersmith, commencing in King-street West, at a point 6 yards in an easterly direction from Dalling-road, passing thence into and along Dalling-road, Paddenswick-road, and Goldhawk-road, and terminating in the last-named road by a junction with the existing tramway at a point 4 yards in an easterly direction from Greenside-road.

Tramway No. 7A, wholly in the parish of Hammersmith, commencing in Glenthorne-road, by a junction with the existing tramway at a point 17 yards in an easterly direction from the west side of Studland-street, passing thence along Glenthorne-road (crossing Studland-street), and into and along and terminating in Dalling-road by a junction with Tramway No. 7, at a point 7 yards in a northerly direction from Glenthorne-road.

Tramway No. 7B, commencing in Goldhawk-road by a junction with the existing tramway at a point 28 yards in a westerly direction from the east side of Greenside-road, passing thence into and along Askew-road and into and terminating in Uxbridge-road by a junction with the existing tramway at a point 34 yards in a north-westerly direction from the Askew Arms Tavern.

Tramway No. 7B will pass through or into the parishes of Hammersmith and Acton.

Tramway No. 8, commencing in the road leading from Putney Bridge to High-street, Fulham, at a point 80 yards in a south-westerly direction from the Fulham Grand Theatre, passing thence along the said road, High-street, Fulham, Fulham Palace-road, Queen-street, and Broadway, Hammersmith, and terminating in the last-named road by a junction with Tramway No. 1 at a point 39 yards in a south-westerly direction from the Royal Sussex Arms Tavern.

Tramway No. 8 will pass through or into the parishes of Fulham and Hammersmith.

Tramway No. 9, commencing in Kew-road (Richmond) by a junction with Tramway No. 9A, hereinafter described, at a point 6 yards in a north-westerly direction from Church-road, and passing thence into and along Church-road (including the bridge over the London and South Western Railway), Sheen-road, and Upper

Richmond-road, and terminating in the last-named road at a point 24 yards in a westerly direction from Putney-hill.

Tramway No. 9 will pass through or into the parishes of Richmond, North Sheen, Mörtlake, and Putney.

Tramway No. 9A, wholly in Kew-road, in the parish of Richmond (being a tramway to be laid partly as double line, in substitution for the existing single line with passing loops, and partly as an extension of the existing line), commencing at the north-side of the open space known as Kew Green, and terminating at a point in or nearly in line with the south side of the Station Hotel.

Tramway No. 9B, wholly in Kew-road, in the parish of Richmond, commencing by a junction with Tramway No. 9A, at a point 4 yards in a south-westerly direction from Church-road, and terminating by a junction with Tramway No. 9, at or near the north-west end of Church-road.

Tramway No. 10, commencing in Hampton Court-road, Hampton Court, by a junction with the authorised tramway at a point 116 yards in a north-easterly direction from the centre of the principal entrance to the Mitre Hotel, passing thence into and along Palace-gate, Hampton Court Bridge, Bridge-road (East Molesey), Esher-road, Embercourt-road, Station-road, across High-street (Thames Ditton), a new road to be constructed between High-street and Portsmouth-avenue, Portsmouth-avenue, Molesey-lane, Portsmouth-road, Brighton-road, Victoria-road, Claremont-road, Maple-road, Surbiton-road, Penrhyn-road, St. James's-road, Eden-street, Clarence-street, Kingston Bridge and approaches, and into and along, and terminating in the road-way leading from Hampton Court-road to High-street, Hampton Wick, by a junction with the authorised tramway at a point 47 yards in a north-easterly direction from Church-grove, and to empower the Company to make the said new road.

Tramway No. 10 will pass through or into the parishes of Hampton, East Molesey, Thames Ditton, Long Ditton, Surbiton, Kingston-upon-Thames, and Hampton Wick.

Tramway No. 10A, commencing in Claremont-road, by a junction with Tramway No. 10 at a point 50 yards in a south-westerly direction from the Avenue Elmers, passing thence across Maple-road, along Surbiton-crescent, and into and along and terminating in Surbiton-road by a junction with Tramway No. 10 at a point 12 yards in a north-westerly direction from Southsea-road.

Tramway No. 10A will pass through or into the parishes of Surbiton and Kingston-upon-Thames.

Tramway No. 10B, wholly in the parish of Kingston-upon-Thames, commencing in Eden-street by a junction with Tramway No. 10 at a point 29 yards in a southerly direction from the King's Arms Tavern, passing thence into and terminating in London-road by a junction with Tramway No. 11, hereinafter described, at a point 7 yards in an easterly direction from Richmond-road.

Tramway No. 10C, wholly in the parish of Kingston-upon-Thames, commencing in Clarence-street by a junction with Tramway No. 10 at a point 20 yards in a westerly direction from the east side of the King's Arms Tavern, passing thence into and terminating in London-road by a junction with Tramway No. 10B at a point 12 yards in an easterly direction from the King's Arms Tavern.

Tramway No. 10D, wholly in the parish of Kingston-upon-Thames, commencing in London-

road by a junction with Tramway No. 10b, at a point 48 yards in an easterly direction from the King's Arms Tavern, passing thence into and terminating in Richmond-road, by a junction with Tramway No. 11, hereinafter described, at a point 99 yards in a north-easterly direction from Eden-street.

Tramway No. 10c, wholly in the parish of Hampton Wick, commencing in the western approach to Kingston Bridge by a junction with Tramway No. 10 at a point 93 yards in a westerly direction from Kingston Bridge, passing thence into and terminating in the road leading from Hampton Court-road to High-street, Hampton Wick by a junction with the authorised tramway at a point 7 yards in a north-easterly direction from the south side of the White Hart Inn.

Tramway No. 10f, wholly in the parish of Hampton, commencing in Hampton Court-road, at a point 22 yards in a north-westerly direction from Palace Gate, and passing thence along Hampton Court-road and into and terminating in Palace Gate, by a junction with Tramway No. 10, at a point 57 yards in a north-easterly direction from the centre of the principal entrance to the Mitre Hotel.

Tramway No. 11, commencing in Richmond-road, at the northern boundary of the borough of Kingston-upon-Thames, at a point 120 yards in a northerly direction from Durlston-road, passing thence along Richmond-road, London-road, Cambridge-road, and Kingston-road, and terminating at the junction of that road with Malden-road (otherwise Traps-lane), New Malden.

Tramway No. 11 will pass through or into the parishes of Kingston-upon-Thames and New Malden.

Tramway No. 12, wholly in the parish of Kingston-upon-Thames, commencing in Richmond-road by a junction with Tramway No. 11 at a point 8 yards in a southerly direction from King's-road, passing thence into and along King's-road, and terminating in that road at a point 20 yards from the east side of Queen's-road.

Tramway No. 13, wholly in the parish of Kingston-upon-Thames, commencing in London-road by a junction with Tramway No. 11 at a point 5 yards in a westerly direction from Cambridge-road, passing thence along London-road, and Kingston-hill, and terminating in the last named road at the boundary of the Borough of Kingston-upon-Thames, in or nearly in line with the south side of George-road.

Tramway No. 14, commencing in Claremont-road, by a junction with Tramway No. 10 at a point 3 yards in a northerly direction from Victoria-road, passing thence into and along Victoria-road and Ewell-road, and terminating in the last named road at a point 12 yards in a south-easterly direction from Red Lion-lane.

Tramway No. 14 will pass through or into the parishes of Surbiton and Tolworth.

Tramway No. 15, commencing in the Brighton-road (Hook) at a point 17 yards in a southerly direction from Epsom-road, passing thence along Brighton-road, Ditton-road and Ewell-road, and terminating in the last named road by a junction with Tramway No. 14 at a point 49 yards in a north-westerly direction from Beaconsfield-road.

Tramway No. 15 will pass through or into the parishes of Hook and Surbiton.

Tramway No. 16, commencing in High-street (Hampton) by a junction with the authorised tramway therein at a point 23 yards in a southerly direction from Hampton-road, passing thence

into and along Hampton-road and Broad-street, Teddington, and terminating in the last named street by a junction with the authorised tramway at a point 24 yards in a south-easterly direction from Walpole-road

Tramway No. 16 will pass through or into the parishes of Hampton and Teddington.

Tramway No. 17, commencing in Staines-road, at the western boundary of the Teddington Urban District, at a point in or nearly in line with the east end of Glebe-cottages, passing thence along Staines-road and The Green, Twickenham and terminating in the last named road by a junction with the authorised tramway at a point 47 yards in an easterly direction from Knowle-road.

Tramway No. 17 will pass through or into the parishes of Teddington and Twickenham.

Tramway No. 18, commencing in Twickenham-road, Isleworth, by a junction with the authorised tramway at a point 48 yards north of the Fire Station, passing thence along Twickenham-road, South-street, Upper-square, Richmond-road (including bridge over River Crane), St. Margaret's-road (including the bridge over the railway and the Broadway), and Richmond-road, Twickenham, and terminating in the last named road by a junction with the authorised tramway at a point 79 yards in a south-westerly direction from Park-road.

Tramway No. 18 will pass through or into the parishes of Isleworth and Twickenham.

Tramway No. 18A, wholly in the parish of Twickenham, commencing in the Broadway, St. Margaret's-road by a junction with Tramway No. 18 at a point 19 yards in a south-easterly direction from St. Margaret's railway station, passing thence along Crown-road and terminating in Richmond-road by a junction with the authorised tramway at a point 20 yards in a north-westerly direction from Orleans-road.

Tramway No. 19, commencing in High-street (Brentford) by a junction with the southern track of the existing tramway at a point 10 yards in a westerly direction from Ealing-road (otherwise Drum-lane), passing thence into and along Ealing-road (otherwise Drum-lane), Ealing-road South, St. Mary's-road, Ealing Green, High-street, Broadway (Ealing), Springbridge-road, Haven Green, and Castlebar-road, and terminating in the last named road at a point 4 yards in a westerly direction from the east side of Longfield-road.

Tramway No. 19 will pass through or into the parishes of Old Brentford and Ealing.

Tramway No. 19A, wholly in High-street, in the parish of Old Brentford, commencing by a junction with the southern track of the existing tramway therein at a point 12 yards in an easterly direction from Ealing-road, and terminating by a junction with the northern track of the said tramway at a point 47 yards in an easterly direction from Ealing-road.

Tramway No. 20, wholly in the parish of Heston, commencing in Bath-road, at the western boundary of that parish at a point 50 yards in an easterly direction from the west side of the Avenue, passing thence along Bath-road and High-street, Hounslow, and terminating in the last named road by a junction with the existing tramway therein at a point 77 yards in a westerly direction from Montague-road.

2. It is proposed to lay the intended 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 and the nearest rail of the tramway in the following places, that is to say:—

No. of Tram-way.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
1	Road leading from Upper Richmond-road (across Barnes Common) to Rock's-lane and Rock's-lane	Barnes Urban District	(a) East ..	Between the Upper Richmond-road and a point in Rock's-lane, 24 yards southward from the Red Lion Tavern.
			(b) West ..	Between a point in the first-named road, 23 yards northward from the Railway Tavern and Elm-grove-road.
1	Castelnau (otherwise Bridge-road), Hammersmith-bridge and approaches and Bridge-road	Barnes Urban District and Borough of Hammersmith	Both ..	Between a point in Castelnau, 35 yards southward from Hammersmith-bridge and a point in Bridge-road 15 yards northward from Hammersmith-bridge.
2	Broadway, Hammersmith, and Brook-green-road	Borough of Hammersmith	Both ..	Between the south end of the Town Hall in Broadway, and the north end of the Town Hall premises in Brook-green-road.
2	Brook Green-road ..	Borough of Hammersmith	East ..	For a distance of 120 yards northward from the Town Hall premises.
2	Wood-lane ..	Borough of Hammersmith	(a) Both ..	Between points respectively 80 yards northward from Bulwer-street and 120 yards southward from Eynham Lodge.
			(b) West ..	Between points respectively 120 yards southward and 191 yards northward from the south side of Eynham Lodge.
			(c) Both ..	Between points respectively 191 yards northward from the south side of Eynham Lodge and 29 yards southward from Northpole-road.
			(d) West ..	For a distance of 29 yards southward from Northpole-road.
2	Scrubbs-lane ..	Borough of Hammersmith	Both ..	Between Northpole-road and a point 22 yards from the termination of the tramway.
2A	Hammersmith-road ..	Borough of Hammersmith	North ..	Between points respectively 106 and 58 yards westward from Blythe-road.
2A	Kensington High-street ..	Borough of Kensington	Both ..	Between points respectively 18 and 70 yards eastward from the west side of the Town Hall.
3	Netherwood-road ..	Borough of Hammersmith	Both ..	Between Shepherd's Bush-road and Richmond-road.
3	Richmond-road ..	Borough of Hammersmith	West ..	For the length of the bridge over the L. & S. W. Railway.
3	Norland-road North ..	Borough of Hammersmith	West ..	Between Queen's-road North and Boundary-road.
3	Norland-road North ..	Borough of Kensington	East ..	Between Queen's-road and Boundary-road
3	Latimer-road ..	Borough of Hammersmith	(a) Both ..	Between a point 20 yards northward from Boundary-road and Stebbing-street.
			(b) West ..	Between Mortimer-road and Evesham-street.
3	Latimer-road and Bramley-road	Borough of Hammersmith	East ..	Between Mortimer-road and Treadgold-street.
3	Bramley-road ..	Borough of Hammersmith	West ..	Between Latimer-road and Lockton-street.
3	Bramley-road ..	Borough of Kensington	(a) East ..	Between Treadgold-street and Silchester-road.
			(b) West ..	Between Lockton-street and Silchester-road.
3	Silchester-road ..	Borough of Kensington	Both ..	Between Bramley-road and Lancaster-road.
3	Lancaster-road, All Saints-road, and Tavistock-crescent	Borough of Kensington	Both ..	Between Walmer-road and St. Luke's-road.
3	Tavistock-crescent ..	Borough of Paddington	Both ..	Between points respectively 120 and 40 yards from the east end of the Metropolitan Tavern.
3	Westbourne Park-road ..	Borough of Paddington	(a) Both ..	Between Westbourne Park-villas and St. Stephen's-road.
			(b) Both ..	Between St. Stephen's-crescent and a point 30 yards eastward from St. Stephen's Church.
3	Porchester-road, (including Lord Hill's Bridge)	Borough of Paddington	Both ..	Between a point 50 yards southward from Westbourne Park-villas and the Harrow-road.
3	Harrow-road (including Harrow-road Bridge over canal)	Borough of Paddington	Both ..	Between a point 38 yards in an easterly direction from Blomfield-mews and Warwick-road.
3	Albert-road ..	Borough of St. Pancras	South ..	Between a point 70 yards eastward from the centre of Water Meeting Bridge over Regent's Canal and a point 50 yards from the termination of the tramway.
7	Dalling-road ..	Borough of Hammersmith	West ..	Between King-street West and Glen-thorne-road.

No. of Tramway.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
7	Paddenswick-road ..	Borough of Hammer-smith	(a) West .. (b) East .. (c) East ..	Between a point 12 yards northward from Albion-gardens and a point 20 yards southward from the Seven Stars Tavern. Between the south side of the Thatched House public house and Dorville-road. Between points respectively 47 yards northward from the south side of Wellesley-avenue, and 56 yards southward from Goldhawk-road.
7a	Askew-road .. ..	Borough of Hammer-smith.	(a) Both .. (b) Both .. (c) East .. (d) West .. (e) Both ..	Between Goldhawk-road and Westville-road. Between Percy-road and Ashchurch-grove. Between Station-road and a point 4 yards southward from the Traveller's Rest Public House. Between Ashchurch-terrace and Gayford-road. Between Becklow-road and a point 63 yards southward from the Uxbridge-road.
8	Fulham Palace-road ..	Borough of Fulham	Both ..	Between points respectively 11 yards southward from the Model Dwellings and 26 yards northward from Lalor-street.
8	Fulham Palace-road ..	Borough of Hammer-smith.	(a) East .. (b) West .. (c) West ..	Between points respectively 70 yards northward from Yeldham-road and 18 yards southward from Great Church-lane. Between points respectively 40 yards northward from Chancellor's-road, and 10 yards southward from York-place. Between points respectively 12 yards and 83 yards northward from York-place.
8	Queen-street .. ..	Borough of Ham-mersmith	West ..	For a distance of 42 yards northward from St. Paul's Church.
9	Church-road .. ..	Borough of Rich-mond	Both ..	Between a point 33 yards southward from Kew-road and Sheen-road.
9	Sheen-road .. ..	Borough of Rich-mond	Both ..	Between a point 60 yards eastward from Church-road, and the borough boundary, at or near the eastern end of the premises known as King's Farm Lodge.
9	Upper Richmond-road ..	Barnes Urban Dis-trict	Both ..	Between the urban district boundary, at or near the east end of the premises known as King's Farm Lodge, and the urban district boundary, at or near the centre of the bridge over Beverley Brook.
9	Upper Richmond-road ..	Borough of Wands-worth	(a) Both .. (b) South .. (c) North .. (d) Both .. (e) Both .. (f) Both .. (g) Both ..	Between the borough boundary, at or near the centre of the bridge over Beverley Brook and the west side of Roehampton-lane. For a distance of 103 yards eastward from Roehampton-lane. For a distance of 67 yards eastward from the junction of Queen's-ride with Upper Richmond-road. Between points respectively 177 yards and 96 yards westward from Gipay-lane. Between points respectively 117 yards and 15 yards westward from Marlborough-road. Between points respectively 142 yards and 65 yards westward from Balmuir-gardens. Between points respectively 45 yards eastward from Carmalt-gardens and 7 yards eastward from Ravenna-road.
9a	Kew-road .. ..	Borough of Richmond	Both ..	Between points respectively 22 yards and 178 yards from the commencement of the tramway.
10	Palace Gate and Hamp-ton Court bridge and approaches	Hampton Urban District and East and West Molesey Urban District	Both ..	Between points respectively 13 yards southward from the centre of the principal entrance to the Mitre Hotel and 14 yards northward from the Thames Hotel.
10	Bridge-road .. ..	East and West Mole-sey Urban District	(a) Both .. (b) Both .. (c) North-west (d) South-east (e) Both ..	Between points respectively 35 yards southward from the north side of the Thames Hotel and 57 yards northward from Palace-road. Between points respectively 20 yards and 57 yards southward from Palace-road. For a distance of 81 yards south-westward from Wolsey-road. For a distance of 93 yards south-westward from Wolsey-road. For a distance of 95 yards southward from Arnison-road.

No. of Tramway.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
10	Bridge-road, Esher-road, Embercourt-road, Station-road, intended new street between High-street and Portsmouth-avenue, Portsmouth-avenue, Molesey-lane and Portsmouth-road (including the bridges over the rivers Mole and Ember)	East and West Molesey Urban District, and Esher and the Dittons Urban District	Both .. ..	Between points respectively 66 yards northward from the south side of the King's Arms Public-house, and 37 yards eastward from the guide post at the junction of Molesey-lane and Portsmouth-road.
10	Portsmouth-road .. ..	Esher and the Dittons Urban District	(a) North .. .. (b) South .. ..	Between a point 3 yards eastward from Ferry-road and the west side of the Crown and Anchor Public-house. Between Thorhill-road and the west side of the Crown and Anchor Public-house.
10	Portsmouth-road .. ..	Esher and the Dittons Urban District and Surbiton Urban District	Both .. ..	Between points respectively 137 yards north-eastward from the Crown and Anchor Public-house, and 150 yards south-westward from Brighton-road.
10	Brighton-road .. ..	Surbiton Urban District	Both .. ..	Between the south-east side of the Globe Public-house, and a point 33 yards south-eastward from Maple-road.
10	Victoria-road .. ..	Surbiton Urban District	Both .. ..	Between a point 20 yards north-eastward from the Brighton-road and the north-east side of St. Andrew's-road.
10	Claremont-road .. ..	Surbiton Urban District	(a) West .. .. (b) East .. ..	Between St. James'-road and Maple-road. Between a point 4 yards northward from the junction of Claremont-road and Victoria-road and the Avenue Elmers.
10	Maple-road .. ..	Borough of Kingston-upon-Thames	East .. ..	Between points respectively 38 yards and 66 yards northward from the south-west side of Claremont-gardens.
10	Surbiton-road .. ..	Borough of Kingston-upon-Thames	(a) East .. .. (b) West .. ..	Between points respectively 8 yards from the junction of Surbiton-road and Beaufort-road, and 40 yards south-westward from the junction of Surbiton-road and Penrhyn-road. Between a point 9 yards from the junction of Surbiton-road and Beaufort-road, and the north side of the Union Hotel.
10	Penrhyn-road, St. James'-road and Eden-street.	Borough of Kingston-upon-Thames.	Both .. ..	Between the junction of Surbiton-road and Penrhyn-road, and Clarence-street.
10	Clarence-street .. ..	Borough of Kingston-upon-Thames.	Both .. ..	Between Eden-street and a point 10 yards westward from Fife-road.
10	Clarence-street, Kingston Bridge and approaches.	Borough of Kingston-upon-Thames Hampton Wick Urban District.	Both .. ..	Between Thames-street and a point 99 yards westward from the west end of Kingston Bridge.
10A	Surbiton-crescent .. ..	Borough of Kingston-upon-Thames.	Both .. ..	Between Uxbridge-road and Surbiton-road.
10B	Eden-street .. ..	Borough of Kingston-upon-Thames.	West .. ..	For a distance of 20 yards from London-road.
10B	London-road .. ..	Borough of Kingston-upon-Thames.	Both .. ..	For a distance of 44 yards from Eden-street.
10C	Clarence-street and London-road	Borough of Kingston-upon-Thames	North .. ..	Between points respectively 19 yards westward and 11 yards eastward from the east side of the King's Arms Tavern.
11	Richmond-road .. ..	Borough of Kingston-upon-Thames	(a) Both .. .. (b) Both .. .. (c) East .. ..	Between the commencement of the tramway and King's-road. Between Gibbon-road and a point 99 yards in a north-easterly direction from Eden-street. Between a point 99 yards in a north-easterly direction from Eden-street and London-road.
11	London-road .. ..	Borough of Kingston-upon-Thames	Both .. ..	Between Richmond-road and Cambridge-road.
11	Cambridge-road .. ..	Borough of Kingston-upon-Thames	(a) West .. .. (b) East .. .. (c) Both .. ..	Between London-road and Church-road. Between points respectively 21 yards and 66 yards from the north side of London-road. Between a point 23 yards eastward from Victoria-road and Hawks-road.
11	Cambridge-road and Kingston-road	The Maldens and Coombe Urban District	Both .. ..	Between points respectively 24 yards eastward from Asylum-road, and 22 yards from the termination of the tramway.
12	King's-road .. ..	Borough of Kingston-upon-Thames	(a) Both .. .. (b) Both .. ..	Between Richmond-road and a point 58 yards westward from a point in line with the eastern side of the Richmond Park Hotel. Between points respectively 49 yards from the Richmond Park Hotel, and 22 yards from the termination of the tramway.

No. of Tramway.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
13	London-road .. ..	Borough of Kingston-upon-Thames	(a) Both .. (b) Both ..	Between the commencement of the tramway and Birkenhead-avenue. Between Gordon-road and Manor-gate-road.
13	Kingston-hill .. ..	Borough of Kingston-upon-Thames	Both .. ..	Between points respectively 11 yards north-eastward from Park-road and 22 yards from the termination of the tramway.
14	Victoria-road .. ..	Surbiton Urban District	(a) Both .. (b) North .. (c) South ..	Between points respectively 20 yards from the south-west side of the Southampton Hotel and 69 yards from the Ewell-road. For a distance of 18 yards from Surbiton-hill-road. For a distance of 34 yards from Ewell-road.
14	Ewell-road .. ..	Surbiton Urban District	(a) Both .. (b) Both ..	Between points respectively 10 yards from Victoria-road and 14 yards from the junction of Ewell-road and Kingsdown-road. Between Douglas-road and Red Lion-lane.
15	Brighton-road .. ..	Surbiton Urban District	Both .. ..	Between the commencement of the tramway and Ditton-road.
15	Ditton-road .. ..	Surbiton Urban District	(a) North-west (b) South-east	Between the Brighton-road and a point 45 yards from the guide post at the junction of Ditton-road and Ewell-road. Between Brighton-road and a point 86 yards from the guide post at the junction of Ditton-road and Ewell-road.
16	High-street, Hampton, and Hampton-road	Hampton Urban District and Teddington Urban District	Both .. ..	Between the commencement of the tramway and a point 104 yards eastward from Gloucester-road.
16	Hampton-road .. ..	Teddington Urban District	Both .. ..	For a distance of 104 yards from Stanley-road.
17	Staines-road .. ..	Teddington Urban District	(a) South .. (b) North .. (c) North .. (d) North .. (e) North .. (f) Both .. (g) Both ..	Between the commencement of the tramway and Fifth-cross-road. Between points respectively 314 yards and 392 yards from the commencement of the tramway. Between points respectively 110 yards and 38 yards westward from Hospital Bridge-road. Between points respectively 250 yards and 107 yards westward from the Lodge at the entrance to Fulwell-park. Between points respectively 83 yards and 6 yards westward from Manor-road. Between points respectively 47 yards and 124 yards eastward from Fourth-cross-road. Between points respectively 40 yards westward and 37 yards eastward from the east side of Chesnut-road.
17	The Green, otherwise Staines-road	Teddington Urban District	(a) South .. (b) North ..	Between a point 33 yards westward from May-road and a point in line with the west side of Knowle-road. Between a point 36 yards westward from May-road and the termination of the tramway.
18	Twickenham-road, and South-street and Upper-square	Heston and Isleworth Urban District	East .. North ..	Between the commencement of the tramway and a point 16 yards westward from the drinking fountain in Upper-square.
18	Twickenham-road, and South-street and Upper-square	Heston and Isleworth Urban District	West .. South ..	
18	Upper-square and Richmond-road	Heston and Isleworth Urban District	Both .. ..	Between points respectively 17 yards south-eastward from the drinking fountain in Upper-square, and 17 yards northward from the Coach and Horses Public house.
18	Richmond-road .. ..	Heston and Isleworth Urban District	East .. ..	Between points respectively 17 yards northward, and 27 yards southward from the Coach and Horses Public house.
18	Richmond-road and St. Margaret's-road (including the bridge over the River Crane)	Heston and Isleworth Urban District	Both .. ..	Between a point 27 yards southward from the Coach and Horses Public house and Northcote-road.
18	St. Margaret's-road ..	Heston and Isleworth Urban District	North-east ..	Between Northcote-road and St. Margaret's-drive.
18	St. Margaret's-road ..	Twickenham Urban District	Both .. ..	Between points respectively 24 yards northward from Orchard-road and 5 yards southward from the Avenue.



No. of Tramway.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
18	St. Margaret's-road (The Broadway)	Twickenham Urban District	Both .. ..	Between points respectively 44 yards north-westward and 26 yards south-eastward from the south side of St. Margaret's Station.
18	St. Margaret's-road and Richmond-road	Twickenham Urban District	Both .. ..	Between The Barons and the termination of the tramway.
18A	The Broadway, St. Margaret's-road, Crown-road, and Richmond-road	Twickenham Urban District	West .. ..	Between a point 25 yards south-eastward from St. Margaret's Station and the termination of the tramway.
18A	Crown-road .. ..	Twickenham Urban District	East .. ..	Between St. Margaret's-road and Richmond-road.
19	Ealing-road (otherwise Drum-lane), and Ealing-road South (including the two bridges over the railways).	Brentford Urban District and Ealing Urban District	Both .. ..	Between High-street, Brentford, and a point 25 yards southward from the north side of St. Mary's road.
19	St. Mary's-road .. ..	Ealing Urban District	(a) Both .. .. (b) Both .. ..	Between points respectively 68 and 20 yards southward from a point in line with the south side of Ranelagh-road. Between a point 20 yards north from a point in line with the south side of Warwick-road and Disraeli-road.
19	St. Mary's - road and Ealing-green.	Ealing Urban District	Both .. ..	Between points respectively 14 yards northward from Disraeli-road, and 55 yards southward from the Queen Victoria Public-house.
19	Ealing-green .. ..	Ealing Urban District	West.. ..	Between a point 55 yards southward from the Queen Victoria Public-house and the north side of the Grove.
19	Ealing-green, High-street, Ealing, and Broadway, Ealing	Ealing Urban District	Both .. ..	Between the Grove and a point 8 yards north-eastward from Lancaster-road.
19	Springbridge-road, Haven-green, and Castlebar-road (including bridge over the railway)	Ealing Urban District	Both .. ..	Between the Broadway and a point 30 yards from the termination of the tramway.
19A	High-street, Brentford ..	Brentford Urban District	Both .. ..	For the entire length of the tramway.
20	Bath-road.. ..	Heston and Isleworth Urban District	Both .. ..	Between points respectively 22 yards from the commencement of the tramway and 154 yards eastward from the Duke of Cambridge Public-house.

3. To empower the Company, for the purposes of and in connection with any of the said intended tramways, to take up and remove and to appropriate to, and use in the construction thereof, so much of the existing tramways in

the streets along which such intended tramways are to be laid as may be convenient or desirable.

4. To empower the Company to make the street or road widenings hereinafter described, that is to say:—

No. of Tramway.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
2	Scrubbs-lane, Mitre-bridge, and approaches	Borough of Hammersmith	Both .. ..	For the length of the bridge and the northern approach.
2A	Hammersmith-road ..	Borough of Hammersmith	North .. ..	For a distance of 106 yards in an easterly direction from Rowan-road.
3	Richmond-road .. ..	Borough of Hammersmith	(a) West .. .. (b) West .. .. (c) East .. ..	For a distance of 23 yards northward from Minford-gardens. Between the London and South Western Railway Bridge, and a point 28 yards southward from Uxbridge-road. For a distance of 28 yards southward from Uxbridge-road.
3	Latimer-road .. ..	Borough of Hammersmith	(a) West .. .. (b) East .. ..	For a distance of 21 yards from Boundary-road. For a distance of 67 yards southward from Mortimer-road.
3	Bramley-road and Silchester-road	Borough of Kensington	East .. .. South .. ..	Between a point on the east side of Bramley-road, 4 yards southward from Silchester-road, and a point on the south side of Silchester-road, 4 yards eastward from Bramley-road.
3	Warwick-road .. ..	Borough of Paddington	North-east .. ..	Between Howley-place and Maida-hill-west.
3	Maida-hill-west .. ..	Borough of Paddington	North-west .. ..	For a distance of 48 yards from Warwick-road.
3	St. John's Wood-road ..	Borough of St. Marylebone	South-east .. ..	Throughout the breadth of the Ornamental Enclosure facing St. John's Chapel.
3	Albert-road .. ..	Borough of St. Marylebone	South .. ..	For a distance of 122 yards westward from the entrance to Regent's-park, facing St. Mark's-square.

No. of Tram-way.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
3	Albert-road .. ..	Borough of St. Pancras	(a) South .. (b) North-east	For a distance of 132 yards eastward from the entrance to Regent's-park, facing St. Mark's-square. Between points respectively 53 and 14 yards from the eastern end of Albert-road.
3A	Warwick-road .. ..	Borough of Paddington	North-east ..	Between Maida-hill-west and Blomfield-road.
5	Harrow-road .. ..	Borough of Paddington	North-east and North	Between Howley-place and St. Mary's-square.
7	Paddenswick-road .. ..	Borough of Hammer-smith	North east ..	Between points respectively 93 yards and 9 yards south-eastward from the south-west corner of Holy Innocents' Church.
7A	Glenthorne-road .. ..	Borough of Hammer-smith	South ..	For a distance of 17 yards from Dalling-road.
7B	Askew-road .. ..	Borough of Hammer-smith	(a) East .. (b) West ..	Between points respectively 5 yards southward from the Traveller's Rest Tavern, and 41 yards northward from Haydon Park-road. For a distance of 51 yards northward from Rankin-street.
8	High-street, Fulham .. ..	Borough of Fulham	West ..	Between Church-row and the southern boundary of the premises of the King's Head Tavern.
8	Fulham Palace-road .. ..	Borough of Fulham	West ..	Between the northern boundary of the premises of the King's Head Tavern and the buildings known as the Model Dwellings.
9	Church-road .. ..	Borough of Richmond	North-east ..	For a distance of 47 yards from Kew-road.
9	Sheen-road .. ..	Borough of Richmond	(a) South .. (b) South .. (c) South ..	Between Church-road and a point in line with the eastern side of Alton-road. Between points respectively 72 yards and 46 yards westward from King's-road. For a distance of 35 yards eastward from Charlotte-place.
9	Upper Richmond-road .. ..	Barnes Urban District	(a) North .. (b) South .. (c) South ..	Between Elm-road and the Bull Public-house. Between a point opposite the western side of the Bull Public-house and Sheen-lane. Between Sheen-lane and a point 63 yards westward from Palewell Park.
9	Upper Richmond-road .. ..	Borough of Wandsworth	(a) North .. (b) South ..	Between points respectively 7 yards and 60 yards eastward from Dyer's-lane. Between Bavanna-road and a point 63 yards westward from Putney Hill.
9A	Kew-road .. ..	Borough of Richmond	(a) West .. (b) East .. (c) West ..	Between Kew Green and a point opposite to the southern side of Mortlake-road. Between points respectively 33 yards southward from Mortlake-road and 83 yards northward from Kew Gardens-road. Between Queen's-gate and a point opposite to the northern side of Stanmore-road.
10	Bridge-road .. ..	East and West Molesey Urban District	(a) East .. (b) East .. (c) East ..	Between points respectively 36 yards northward and 40 yards southward from a point in line with the northern side of Palace-road. Between points respectively 86 yards northward and 17 yards southward from a point in line with the southern side of Arnison-road. Between a point 23 yards southward from the principal entrance to East Molesey Lodge and a point 53 yards northward from the south side of the King's Arms Public-house.
10	Station-road, Ditton Thames	Esher and the Dittons Urban District	(a) North .. (b) South ..	For a distance of 39 yards westward from the Post Office at the junction of that road with High-street. For a distance of 26 yards westward from High-street.
10	Portsmouth-road .. ..	Esher and the Dittons Urban District	South ..	At Winter's Bridge for a distance of 40 yards south-westward from Thorckhill-road.
10	Victoria-road .. ..	Surbiton Urban District.	North ..	For a distance of 33 yards from Brighton-road.
10	Maple-road and Surbiton-road	Borough of Kingston-upon-Thames.	West ..	At the junction of Maple-road and Surbiton-road for a distance of 10 yards along Maple-road and 14 yards along Surbiton-road.
10	Clarence-street .. ..	Borough of Kingston-upon-Thames.	(a) North .. (b) South ..	Between the King's Arms Public-house and Fife-road. Between points respectively 5 yards eastward and 27 yards westward from a point in line with the eastern side of Fife-road.

No. of Tramway.	Name of road or street.	Borough or Urban District.	Side or sides of road or street.	Description.
10A	Surbiton-crescent. . . .	Borough of Kingston-upon-Thames.	North . . . .	For a distance of 17 yards from Surbiton-road.
14	Ewell-road . . . .	Surbiton Urban District.	West . . . .	Between Victoria-road and the northern boundary of the land of the London and South-Western Railway.
18	Upper-square . . . .	Heston and Isleworth Urban District.	South . . . .	For the extent of the frontage of Nos. 16 and 15, Upper-square, and a portion of the land adjoining to the east.
18	St. Margaret's-road . . . .	Twickenham Urban District.	North-east . . . .	For a distance of 145 yards from the Avenue.

5. It is proposed to widen the carriage-ways of the following roads or streets in the places enumerated below, that is to say:—

8	Great Western-road . . . .	Borough of Paddington	West . . . .	At the junction of the south side of Tavistock-road with Great Western-road.
7	Dalling-road . . . .	Borough of Hammersmith	West . . . .	Between points respectively 20 yards south and 25 yards north from Flora-gardens.
9A	Kew-road . . . .	Borough of Richmond	(a) East . . . .	Between Broomfield-road and Eversfield-road.
			(b) East . . . .	Between points respectively 30 yards southward from Eversfield-road and 110 yards northward from Lion Gate-gardens.
			(c) East . . . .	Between a point 24 yards northward from Stanmore-road and Pagoda-avenue.
			(d) East . . . .	Between a point 68 yards northward from Selwyn-avenue and Evelyn-gardens.
			(e) West . . . .	For a distance of 30 yards northward from Queen's-gate.

6. The tramways will be constructed on the gauge of 4 feet 8½ inches and it is not proposed to run over any of the said tramways carriages adapted for use on railways.

7. The power to be employed for moving carriages on the said tramways will be electrical or any mechanical power and animal power.

8. To empower the Company to purchase or acquire by compulsion or agreement, and to hold, sell, and let lands and houses or easements therein for all or any of the purposes of the tramways, street widenings and works proposed to be authorised by the intended Act and for the general purposes of their undertaking, and also to purchase and acquire in like manner and to hold, sell, and let the lands, houses, and premises, hereinafter described, and to erect offices, depôts, buildings, or other works and conveniences on any such lands, and to empower the Company to purchase part only of any property for the purposes aforesaid without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

The lands and houses hereinbefore referred to are as follows:—

Certain lands and houses in the parish and borough of Fulham on the west side of and adjoining High-street, Fulham, between Church-row and the southern boundary of the premises of the King's Head Tavern.

Certain lands in the parish and borough of Fulham on the west side of and adjoining Fulham Palace-road, between the northern boundary of the premises of the King's Head Tavern and the buildings known as the Model Dwellings.

Certain lands and houses in the parish of Kew, in the borough of Richmond, on the south side of and adjoining Kew Green for a distance of 21 yards in a westerly direction from Kew-road.

Certain lands and houses in the parish of Kew, in the borough of Richmond, on the east side of and adjoining Kew-road, between points

respectively 34 yards southward from Mortlake-road and 83 yards northward from Kew Gardens-road.

Certain lands and houses in the parish of Putney, in the borough of Wandsworth, on the south side of and adjoining Upper Richmond-road for a distance of 51 yards, in an easterly direction, from Burston-road.

Certain lands and houses in the parish of East Molesey, in the urban district of East and West Molesey, on the east side of and adjoining Bridge-road between points respectively 36 yards northward and 40 yards southward from a point in line with the northern side of Palace-road.

Certain lands and houses in the parish of Thames Ditton, in the urban district of Esher and the Dittons, extending from High-street to Portsmouth-avenue (Thames Ditton), and having a frontage in High-street of 22 yards southward from a point in line with the southern side of Station-road, and a frontage in Portsmouth-avenue between points respectively 113 yards and 70 yards from Molesey-lane.

Certain lands and houses in the parish and urban district of Chiswick on the north side of and adjoining the High-road, Chiswick, between points respectively 104 yards and 182 yards in an easterly direction from Upham Park-road, and extending northward to the northern boundary of the land now occupied by the Company, with power to the Company to erect, maintain, and use on any part of such last-mentioned lands, such buildings, engines, dynamos, and other machinery, apparatus, works, and conveniences, as may be necessary or suitable for generating electricity.

Certain lands in the parish and urban district of Acton on the south side of and adjoining High-street (Acton), between Acton-lane and Winchester-street.

Certain lands in the parish and urban district of Acton on the south side of and adjoining High-street (Acton), between a point 26 yards in a westerly direction from Winchester-street and Oldham-terrace.

Certain lands in the parish of Isleworth, in the urban district of Heston and Isleworth, on the east side of and adjoining Twickenham-road, for a distance of 181 yards northward from Mill Platt.

Certain lands and houses in the parish of Isleworth, in the urban district of Heston and Isleworth, on the east side of and adjoining Twickenham-road, between points respectively 117 yards and 24 yards in a northerly direction from the Fire Station.

Certain lands and houses in the parish of Isleworth, in the urban district of Heston and Isleworth, on the west side of and adjoining Twickenham-road, between points respectively 42 yards and 78 yards in a southerly direction from St. John's-road.

Certain lands and houses in the parish of Isleworth, in the urban district of Heston and Isleworth on the west side of and adjoining Twickenham-road, between points respectively 57 yards and 39 yards in a northerly direction from the Fire Station.

Certain lands and house in the parish of Isleworth, in the urban district of Heston and Isleworth, on the east side of and adjoining Twickenham road, between points respectively 8 yards in a northerly direction, and 67 yards in a southerly direction from the south side of Worton-lane.

Certain lands and houses in the parish and urban district of Twickenham on the north-west side of and adjoining Richmond-road, for a distance of 54 yards in a north-easterly direction from Oak-lane.

Certain lands and houses in the parish and urban district of Twickenham on the west side of and adjoining Richmond-road, between points respectively 67 yards and 108 yards in a northerly direction from Cambridge Park Gardens.

Certain lands in the parish and urban district of Twickenham on the south-east side of and adjoining Richmond-road, Twickenham; and also the public lane known as St. Stephen's-lane, between a point 36 yards in a northerly direction from Cambridge Park-mews and a point opposite to the eastern side of Park-road.

9. To empower the Company, for the purposes of the said intended tramways, to alter the levels of the following roads, that is to say:—

(a) Wood-lane, in the borough of Hammersmith, under and on either side of the bridge carrying the Hammersmith and City Railway over that road.

(b) Bramley-road, in the borough of Kensington, under and on either side of the bridge carrying the Hammersmith and City Railway and Latimer-road Station over that road.

(c) Silchester-road, in the borough of Kensington, under and on either side of the bridge carrying the Hammersmith and City Railway over that road.

(d) Embercourt-road and Station-road under and on either side of the bridge carrying the London and South Western Railway over those roads at Thames Ditton Station, and also Westinghouse Road, and the road leading to Church Walk, all in the urban district of Esher and the Dittons.

(e) Richmond-road, under and on either side of the bridge carrying the London and South Western Railway over that road, and also Canbury Park-road, both in the borough of Kingston-upon-Thames.

(f) Kingston-road, under and on either side of the bridge carrying the London and South Western Railway over that road and also South-lane, both in the urban district of the Maldens and Coombe.

(g) London-road, under and on either side of the bridge carrying the London and South Western Railway over that road, and also Station-road and Clifton-road, all in the borough of Kingston-upon-Thames.

10. To empower the Company to work and use the intended tramways by means of carriages and vehicles propelled by electrical power applied on the overhead system or otherwise, or any mechanical power (and to supply such power for that purpose from any existing or authorised generating station of the Company) or by animal power, and for that purpose or any purpose appurtenant or ancillary thereto, to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Act, and to enter upon and open the surface of, and to lay down, on, in, under, or over the surface or bed of any street, road, footway, bridge, river, or place such posts, conductors, wires, tubes, mains, plates, cables, boxes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface or bed, and to attach to any house or building such supports, brackets and fittings as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any generating or other stations, engines, machinery, or apparatus, or for connecting any portions of such tramways, and to empower the Company for the purpose of working the said tramways or any of them to erect engines and machinery, and to acquire and hold patent and other rights and licences, and to use patent and other rights and licenses in relation to any such electrical power.

11. To empower the Company from time to time and either temporarily or permanently to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, deviations, sidings, junctions, curves, turnouts, turn-tables, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets, or for providing access to any stations, engine houses, stables, carriage houses, works or buildings of the Company, and to enable the Company to make junctions and connections of the intended tramways with any other tramways.

12. To empower the Company from time to time to convert single lines into double or interlacing lines, or double lines into single or interlacing lines, or interlacing lines into double or single lines, on any of their tramways.

13. To enable the Company to levy tolls, rates, and charges for the use of the tramways and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to alter existing tolls, rates, and charges, and any exemptions therefrom.

14. To extend the time now limited under the London United Tramways Act, 1898, as extended by the London United Tramways Act, 1899, for the compulsory purchase of lands for the purpose of Tramway No. 7, authorised by the first-mentioned Act.

15. To repeal Section 30 of the London United Tramways Limited (Light Railway Extensions) Order, 1898, and to substitute therefor Section 12 of the London United Tramways Act, 1899.

16. To empower the Company on the one hand, and the authorities having respectively the

control or management or the duty of directing the repairs of the said streets, roads, and places respectively, on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the intended Act, and as to the laying down, altering, maintaining, renewing, repairing, working, and using of the intended tramways, and the rails, plates, sleepers, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and to confirm any agreements entered into or to be entered into with any such authorities with respect to any of the aforesaid purposes.

17. To provide that notwithstanding anything contained in Section 43 of the Tramways Act, 1870, the powers under that section of the local authorities of the several districts in which the intended tramways will be laid shall only be exercised upon such terms and at such a period or periods as may be prescribed or provided for by the intended Act, and if thought fit to exempt the Company and their undertaking or part or parts thereof from all or some of the provisions of the said section and to make other provision in lieu thereof, and to authorise agreements between the Company and the said local authorities with respect to the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

18. To alter and amend or repeal all or some of the provisions of Section 44 of the Tramways Act, 1870, as applicable to the Company and their undertaking and tramways, and as incorporated with any of the Acts relating to the Company, including the intended Act and of Section 68 of the London United Tramways, Limited (Light Railway Extensions) Order, 1898, and to authorise the Company, notwithstanding any restriction or condition contained in those sections, or either of them, to sell and transfer their undertaking, tramways, light railways, rights, powers, and authorities, or any part or parts thereof, to, and to vest the same in any new or re-constituted or re-incorporated company which may be formed for the purpose of carrying on the undertaking and business of the company.

19. To provide for the payment by the Heston and Isleworth Urban District Council to the Company of one-half of the sum expended by the Company in carrying out the widenings of Twickenham-road referred to in Sub-section 18 of Section 35 of the London United Tramways Act, 1900, including the purchase of lands and other incidental expenses, and to alter and amend the said section.

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

21. To incorporate in the intended Act and extend and apply to the intended tramways and works with or without modification or amendment, all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act, and of the London United Tramways Order, 1895, the London United Tramways Act, 1898, the London United Tramways Act, 1899, the London United Tramways Act, 1900, and any other Acts or

Orders relating to the Company or their undertaking.

22. And notice is hereby further given that duplicate plans and sections of the intended tramways and works, and a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Middlesex at his office at the Guildhall, Westminster, and with the Clerk of the Peace for the county of Surrey at his office at the Sessions House, Kingston-upon-Thames, and that a copy of so much of the plans, sections, and book of reference as relates to each of the before-mentioned parishes, and 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 relates to the parish of Putney with the Town Clerk of the metropolitan borough of Wandsworth, at his office; as relates to the respective parishes of Hammersmith, St. Mary Abbots, Kensington, Paddington, St. Marylebone, St. Pancras, and Fulham with the Town Clerks of the metropolitan boroughs of Hammersmith, Kensington, Paddington, St. Marylebone, St. Pancras, and Fulham respectively, at their respective offices; as relates to the parishes of North Sheen, Kew and Richmond with the Town Clerk of the borough of Richmond, at his office; as relates to the parish of Kingston-upon-Thames with the Town Clerk of the borough of Kingston-upon-Thames, at his office; as relates to the parishes of Barnes and Mortlake with the Clerk to the Urban District of Barnes, at his office; as relates to the respective parishes of Acton, Hampton, Hampton Wick, Teddington, Twickenham, Ealing, and Chiswick, with the Clerks to the Urban District Councils of Acton, Hampton, Hampton Wick, Teddington, Twickenham, Ealing, and Chiswick respectively, at their respective offices; as relates to the parish of East Molesey with the Clerk to the Urban District Council of East and West Molesey, at his office; as relates to the parishes of Long Ditton and Thames Ditton with the Clerk to the Urban District Council of Esher and the Dittons, at his office; as relates to the parishes of Hook, Surbiton, and Tolworth with the Clerk to the Urban District Council of Surbiton, at his office; as relates to the parish of New Malden with the Clerk to the Urban District Council of the Maldens and Coombe, at his office; as relates to the parishes of Heston and Isleworth with the Clerk to the Urban District Council of Heston and Isleworth, at his office; and as relates to the parishes of Old Brentford with the Clerk to the Urban District Council of Brentford, at his office.

23. Printed copies of the intended Act will, on 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, 1900.

HUGH C. GODFRAY, 42, Finsbury-square, London, E.C.;  
STANLEY, WASBROUGH, and  
DOGGETT, 18, Clare-street,  
Bristol; } Solicitors.

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

In Parliament.—Session 1901.

South Lancashire Tramways.

(Construction of Tramways and Tramroads in South Lancashire; Gauge; Motive Power; Street Improvements; Purchase of Lands; Special Provisions for determining Compensation; Tolls, Rates, and Charges; Working Agreements; Amendment of Act of 1900; Running Powers; Additional Capital; Application, Repeal, Amendment, and Incorporation of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament by the South Lancashire Tramways Company (hereinafter called "the Company") in the ensuing Session, for an Act for all or some of the following, amongst other purposes—

1. To empower the Company to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing places, posts, brackets, wires, waiting rooms, stations, sidings, stations, carriage-houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, apparatus, machinery, appliances, works and conveniences connected therewith respectively. In this Notice, where any distance is given with reference to the intersection or junction of any roads, the distance (unless otherwise stated) is to be taken as measured from the point at which lines drawn along the centres of the roads and (if necessary) continued would intersect each other; and a point described as being opposite a road is to be taken (unless otherwise stated) as opposite the centre of the road, and where distances are given between points, such distances (unless otherwise stated) are to be measured along the centre line of the road.

2. The said tramways will be situate in the parishes or townships of Knowsley, Huyton-with-Roby, Newton-in-Makerfield, Winwick-with-Hulme, Worsley, Little Hulton, Bolton, Little Lever, and Leigh; in the boroughs of Bolton and Leigh; in the urban districts of Huyton-with-Roby, Newtown-in-Makerfield, Worsley, Little Hulton, and Little Lever; and in the rural districts of Whiston and Warrington; all in the county of Lancaster, and are the following:—

**Tramway No. 1** (partly a tramway and partly a tramroad).—To be situate in the township of Knowsley, in the rural district of Whiston, and in the township of Huyton-with-Roby, in the urban district of Huyton-with-Roby, commencing in Liverpool-road, in the township of Knowsley, in the rural district of Whiston, by a junction with the authorised line of the Liverpool and Prescot Light Railway (when constructed) at a point 1·50 chains or thereabouts, measured in an easterly direction from the junction of Huyton-lane with Liverpool-road, passing thence into and along Huyton-lane, leaving Huyton-lane at a point 2 chains or thereabouts, measured in a south-westerly direction from opposite the entrance of "Thornton Leigh," passing thence, in a south-westerly direction, through private lands, and entering Derby-road opposite the junction of Archway-road with Derby-road, crossing the said Derby-road, thence into and along Archway-road, Roby-road, and Broad Green-road, and terminating in the last-named road, in the township and urban district of Huyton-with-Roby, at the point where the boundary dividing the parish of Liverpool

from the township of Huyton-with-Roby crosses the said Broad Green-road

**Tramway No. 2.**—To be situate in the parish and urban district of Newton-in-Makerfield, and in the township of Winwick-with-Hulme, in the rural district of Warrington, commencing in Church-street, in the parish and urban district of Newton-in-Makerfield, by a junction with the authorised South Lancashire Tramways (when constructed) at a point 1·20 chains or thereabouts, measured in a north-westerly direction from the junction of Church-street and Southworth-road, passing thence into and along Mill-lane and Winwick-road, and terminating in the last-named road, in the township of Winwick-with-Hulme, in the rural district of Warrington, by a junction with the authorised Warrington Corporation Tramways (when constructed) at the point where the boundary dividing the county borough of Warrington from the township of Winwick-with-Hulme crosses the said road.

**Tramway No. 3.**—To be situate in the township and urban district of Worsley, and in the township and urban district of Little Hulton, commencing in Chaddock-road, in the township and urban district of Worsley, by a junction with the authorised South Lancashire Tramways (when constructed) at a point 0·80 chain or thereabouts, measured in a south-easterly direction from the junction of Walkden-road with Chaddock-road, passing thence into and along Walkden-road, Memorial-road, Bolton-road, and Worsley-road, and terminating in the last-named road, in the township and urban district of Little Hulton, by a junction with the authorised Farnworth Urban District Tramways (when constructed) at the point where the boundary dividing the townships of Farnworth and Little Hulton crosses the said road.

**Tramway No. 4.**—Wholly in the township and urban district of Little Hulton, commencing in Manchester-road East by a junction with the authorised South Lancashire Tramways (when constructed) at a point 0·70 chain or thereabouts, measured in a south-easterly direction, from the junction of Cleggs-lane and Manchester-road East, passing thence into and along Cleggs-lane and Buckley-lane, and terminating in the last-named lane by a junction with the authorised Farnworth Urban District Tramways (when constructed) at the point where the boundary dividing the townships of Farnworth and Little Hulton crosses the said Buckley-lane.

**Tramway No. 5** (partly a tramway and partly a tramroad).—To be situate wholly in the township and urban district of Little Hulton, commencing in Worsley-road by a junction with Tramway No. 3 at a point 3·20 chains or thereabouts from the termination thereof, passing thence through Brook Mill-yard, to the north of Brook Mill Reservoir, and thence, in a due westerly direction through private lands and to the north of the reservoir at Buckley-lane End, entering Cleggs-lane and terminating therein by a junction with Tramway No. 4 at a point 1·70 chains or thereabouts from the termination thereof.

**Tramway No. 6.**—To be situate in the parish and county borough of Bolton, and in the township and urban district of Little Lever, commencing in Hall-lane in the parish and county borough of Bolton, by a junction with the authorised Farnworth Urban District Tramways (when constructed) at the point



where the boundary dividing the county borough of Bolton from the urban district of Farnworth crosses the said lane, passing thence in an easterly direction along Hall-lane, into and along Hall-street, Church-street, Market-street, High-street, and Stopes-road, and terminating in the last-named road, in the township and urban district of Little Lever, by a junction with the authorised Radcliffe Urban District Tramways (when constructed) at the point where the boundary dividing the urban districts of Radcliffe and Little Lever crosses the said road.

Tramway No. 7.—To be wholly situate in the township and borough of Leigh, commencing in Twist lane by a junction with the authorised South Lancashire Tramways (when constructed) at a point 0·70 chain or thereabouts, measured in an easterly direction from the junction of Wigan-road and Twist-lane, passing thence into and along Firs-lane and Plank-lane, and terminating in the last-named lane at the junction of Talbot-road therewith.

Tramway No. 8.—To be wholly situate in the township and borough of Leigh, commencing in Leigh-road by a junction with the authorised South Lancashire Tramways (when constructed) at a point 0·30 chain or thereabouts, measured in a southerly direction from the junction of Kirkhall-lane with Leigh-road, passing thence into and along Kirkhall-lane and West Leigh-lane, and terminating in the last-named lane at a point 0·60 chain or thereabouts measured in a south easterly direction from the junction of Nel Pan-lane with West Leigh-lane.

In the following instances it is intended to lay the tramways, so that for a distance of 30 feet, or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramways on the side or sides of the road hereinafter described, viz:—

Tramway No. 1.

In Huyton-lane on both sides thereof: (a) from a point 1·40 chains measured in a southerly direction from the junction of Huyton-lane with Liverpool-road to a point 8·70 chains measured in a south-westerly direction from opposite the entrance to "Ward's Farm"; (b) between points respectively 6·90 chains and 3·90 chains measured in a north-easterly direction from opposite Long View-lane; (c) between points respectively 9·20 chains and 12·20 chains measured in a south-westerly direction from opposite Long View-lane; (d) between points respectively 3·50 chains measured in a north-easterly direction and 1·70 chains measured in a south-westerly direction from opposite the entrance to "Thornton Leigh."

In Archway-road (a) on the north-west side from the commencement of the said road at its junction with Derby-road for a length of 2·50 chains; (b) on the south-east side from the commencement of the said road at its junction with Derby-road to a point 2·20 chains measured in a south-westerly direction from opposite "Poplar Bank"; (c) on the south-east side between points respectively 1 chain measured in a north-easterly direction and 5·90 chains measured in a south-westerly direction from the centre of the bridge carrying the London and North Western Railway over Archway-road.

In Archway-road and Roby-road on the north-west and north sides thereof from a point

0·90 chain measured in a north-easterly direction from opposite Poplar Bank to a point 2·30 chains measured in a westerly direction from the junction of Roby-road and Archway-road

In Roby-road (a) on the south side from the commencement of that road at its junction with Tarbock-road for a length of 2 chains; (b) on both sides thereof between points respectively 2·80 chains measured in an easterly direction and 0·20 chain measured in a westerly direction from opposite the entrance to "Bolton Hey"; (c) on the northern side between points respectively 1·80 chain measured in an easterly direction and 2·10 chains measured in a north-westerly direction from opposite Carr-lane; (d) on the southern side between points respectively 0·40 chain and 4·20 chains measured in a north-westerly direction from opposite Carr-lane; (e) on the north side thereof between points respectively 2·90 chains and 4·20 chains measured in a north-westerly direction from opposite Carr-lane; (f) on both sides between points respectively 3·50 chains and 0·50 chain measured in an easterly direction from opposite the entrance to "Roby Hall"; (g) on both sides between points respectively 5·60 chains and 8 chains measured in a westerly direction from opposite the entrance to "Roby Hall."

In Roby-road and Broadgreen-road, on both sides thereof, from a point 4·50 chains measured in an easterly direction from the junction of Pilch-lane with Roby-road to the termination of the tramway.

Tramway No. 2.

In Mill-lane, on both sides thereof; (a) between points respectively 2·60 chains measured in a north-westerly direction from opposite Alfred-street, and 0·20 chain measured in a northerly direction from opposite the entrance to Newton-park; (b) between points respectively 3·10 chains and 6·10 chains measured in a southerly direction from the centre of the bridge carrying Mill-lane over the London and North-Western Railway; (c) between points respectively 6 chains and 3 chains measured in a northerly direction from opposite the entrance to "Red Bank"; (d) between points respectively 1·10 chain and 4·10 chains measured in a south-easterly direction from opposite Hermitage Green-lane; (e) between points respectively 6·70 chains and 3·70 chains measured in a northerly direction from opposite the entrance to "Cop Holt"; (f) between points respectively 9·40 chains and 12·40 chains measured in a south-easterly direction from opposite the entrance to "Cop Holt"; (g) between points respectively 5·30 chains and 2·30 chains measured in a north-westerly direction from opposite the entrance to the "Old School House"; (h) between points respectively 6·50 chains measured in a north-westerly direction and 7·60 chains measured in a south-easterly direction from opposite Hollins-lane.

In Winwick-road on both sides thereof: (a) between points respectively 2·30 chains and 5·30 chains measured in a southerly direction from opposite the south-west corner of "Broad Oak Cottage"; (b) between points respectively 7·30 chains measured in a northerly direction from opposite Delph-lane and 8·10 chains measured in a southerly direction from opposite the entrance to "Beech House"; (c) between points respectively 7·90 chains and 4·90 chains

measured in a north-easterly direction from opposite Mill-lane; (d) between points respectively 4.20 chains and 7.20 chains measured in a southerly direction from opposite Mill-lane; (e) between points respectively 9 chains and 6 chains measured in a north-westerly direction from opposite Sandy-lane; (f) between points respectively 1 chain measured in a north-westerly direction and 2 chains measured in a south-easterly direction from opposite Sandy-lane; (g) between points respectively 7.30 chains and 10.30 chains measured in a southerly direction from opposite the entrance to "Clambrook Farm"; (h) between points respectively 7.10 chains and 4.10 chains measured in a north-westerly direction from the junction of Long-lane with Winwick-road; (i) from a point 5.85 chains from the termination of the tramway to its termination.

#### Tramway No. 3.

In Walkden-road on both sides thereof:

(a) between points respectively 1.30 chains and 4.30 chains, measured in a northerly direction, from the junction of Walkden-road and Chaddock-road; (b) between points respectively 11 chains, measured in a southerly direction, and 3 chains, measured in a northerly direction, from opposite the lane to the north of "Lady Hill House," leading to Worsley Hall Farm; (c) between points respectively 8 chains and 5 chains, measured in a south-easterly direction, from opposite the south-east corner of the "Cock Inn"; (d) from a point 0.40 chain, measured in a north-westerly direction, from the junction of Lumber-lane and Walkden-road to a point 0.80 chain, measured in a south-easterly direction, from the centre of the bridge carrying Walkden-road over the London and North Western Railway (Eccles, Tyldesley and Wigan Line); (e) between points respectively 9.20 chains and 15.20 chains, measured in a north-westerly direction, from the centre of the bridge carrying Walkden-road over the London and North Western Railway (Eccles, Tyldesley and Wigan Line); (f) between points respectively 13.50 chains and 10.50 chains, measured in a south-easterly direction from the centre of the bridge carrying the Walkden-road over the London and North Western Railway (Worsley and Bolton Line); (g) between points respectively 1.90 chains, measured in a south-easterly direction, and 1.10 chains, measured in a north-westerly direction, from the centre of the bridge carrying the Walkden-road over the London and North Western Railway (Worsley and Bolton Line).

In Memorial-road on both sides thereof, for the whole length of the said road.

In Bolton-road on both sides thereof: (a) between points respectively 0.60 chain and 3.60 chains measured in a northerly direction from opposite Campbell-street; (b) between points respectively 5.40 chains and 2.40 chains measured in a southerly direction from opposite Thorpe-street.

In Bolton-road and Worsley-road (or one of them), on both sides thereof, between points respectively 1.80 chains and 4.80 chains measured in a northerly direction from opposite Blackleach-row.

In Worsley-road on both sides thereof: (a) between points respectively 1.70 chains measured in a southerly direction, and 1.30 chains measured in a northerly direction

from opposite Enfield-street: (b) from a point 5.10 chains from the termination of the tramway to its termination.

#### Tramway No. 4.

In Clegg's-lane on both sides thereof: (a) between points respectively 1.40 chains measured in a south-westerly direction, and 1.60 chains measured in a north-easterly direction from the centre of the bridge carrying Clegg's-lane over the London and North-western Railway (Worsley and Bolton line); (b) between points respectively 1.40 chains and 4.40 chains measured in a north-easterly direction from the junction of Whitby-street with Clegg's-lane; (c) between points respectively 7.30 chains and 10.80 chains measured in a north-easterly direction from opposite the entrance to "Sod Hall."

In Clegg's-lane and Buckley-lane, on both sides thereof, from a point 3.80 chains from the termination of the tramway to its termination.

#### Tramway No. 6.

In Hall-lane on both sides thereof from the commencement of the tramway to a point 9.60 chains, measured in a north-easterly direction from the centre of the aqueduct carrying the Manchester, Bolton, and Bury Canal over Hall-lane.

In Hall-lane and Hall-street, on both sides thereof, between points respectively 11.70 chains and 1.20 chains, measured in a south-westerly direction from the intersection of "Fearney-side" and Hall-street.

In Church-street, on both sides thereof, for the whole length of the said street.

In Market-street (a), on the south-west side from the commencement of the street for a length of 3.90 chains; (b) on the north-east side, from the south-west side of George-street for a length of 2.80 chains; (c) on both sides thereof from a point 0.20 chain measured in a south-easterly direction from opposite Haywood-street to the end of Market-street where it joins Fletcher-street.

In High-street on both sides thereof, for the whole length of the said street.

In Stopes-road on both sides thereof; (a) from its commencement, where it joins High-street and Settle-street, to a point 0.70 chain, measured in a north-easterly direction from opposite the south-east corner of "Stopes-house"; (b) from a point 6.80 chains from the termination of the tramway to its termination.

#### Tramway No. 7.

In Firs-lane on both sides thereof: (a) from the commencement of the said lane where it joins Wigan-road and Twist-lane, to a point 0.30 chain measured in an easterly direction from opposite Urmston-street; (b) from a point opposite the western side of Cunliffe-street to a point 1.20 chains measured in a north-easterly direction from opposite Winward-street; (c) from a point opposite the western side of Stout-street to the end of Firs-lane where it joins Plank-lane.

In Plank-lane on both sides thereof from the commencement thereof where it joins Firs-lane and Heath-lane to the termination of the tramway.

#### Tramway No. 8.

Kirkhall-lane on both sides thereof: (a) from the commencement of Kirkhall-lane where it joins Leigh-road to a point 0.90 chain measured in a south-easterly direction from the junction of Holt-street with Kirkhall-

lane; (b) between points respectively 6.50 chains and 9.50 chains measured in a north-easterly direction from the junction of Holt-street and Kirkhall-lane.

In West Leigh-lane on both sides thereof from a point 1 chain measured in a southerly direction from opposite Sherwood-street to the termination of the tramway.

3. The proposed tramways (which expression shall in this Notice include "tramroads," except where the context otherwise requires) will be constructed on the gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

4. The motive power to be used on the proposed tramways will be animal power or any mechanical power (including electricity or any other motive power not being animal power).

5. To provide that the proposed tramways and works authorised by the intended Act shall be deemed to form part of the undertaking authorised by the South Lancashire Tramways Acts, 1900 (in this Notice referred to as "the Act of 1900"), and to extend and apply thereto all or some of the provisions of that Act (including the provisions relating to the construction of tramways and other works, the making of additional passing-places, the laying down of double, single, and interlacing lines, construction of temporary tramways, the breaking up of streets and highways, the construction of necessary works for working the tramways by mechanical power and for the transmission of electrical energy, and the levying, making, and recovery of tolls, rates and charges).

6. To empower the Company to attach to any building such brackets, wires, lamps, and apparatus as may be desirable for the purposes either of the Act of 1900 or of the intended Act or otherwise for the purposes of the undertaking of the Company.

7. To alter the period prescribed by the Tramways Act, 1870, for the purchase of the proposed undertaking, and parts thereof, by the local authorities, and to alter the terms of such purchase, and to provide for the exercise by the Company of running powers over any tramways purchased, and in other respects to alter the provisions of Section 43 of the Tramways Act, 1870, and to make provision in regard to the purchase of the said undertaking.

8. To make provision in regard to the lighting of the streets in which any of the proposed tramways shall be constructed.

9. To empower the Company to run over and use the tramways belonging to the Lord Mayor, Aldermen, and Citizens of the City of Liverpool, the Mayor, Aldermen, and Burgesses of the Borough of Warrington, the Farnworth Urban District Council, the Radcliffe Urban District Council, the Whitefield Urban District Council, and the owners of the tramways authorised by the Bury and District Tramways Order, 1881, and to empower the Company and any local authority, company, body, or person to enter into and carry into effect agreements with respect to the construction, maintenance, running over, and user of their respective tramways.

10. To empower the Company by agreement with the Radcliffe Urban District Council and the Whitefield Urban District Council respectively to construct, purchase, maintain, and use the tramways which those Councils are respectively authorised to construct or purchase, and for that purpose to confer and impose upon the Company all or some of the powers, privileges, and obligations conferred or imposed upon those Councils respectively by the Tramways Act, 1870, the Bury and District Tramways Order, 1881, the Radcliffe Urban District Council Tramways

Order, 1900, and the Whitefield Urban District Council Tramways Order, 1900, or any other Act or Order relating to tramways in the districts of the said Councils.

11. To make further provision in regard to the running over and user of the tramways of the Company by the Farnworth Urban District Council, or to repeal or amend the provisions in regard thereto contained in Section 104 of the Act of 1900. (For protection of Worsley Urban District Council.

12. To make further provision in regard to the supply by the Company of electrical energy to any local authority, company, or person authorised to supply or use such energy within any district in which the Company are for the time being authorised to construct, work, or use tramways, and to confer upon the Company all necessary powers for affording such supply.

13. To empower the Company to make and maintain the following street widenings, bridge widenings, and other works in the townships or parishes of Knowsley, Huyton-with-Roby, Newton-in-Makerfield, Winwick-with-Hulme, Worsley, Little Hulton, Little Lever, Lowton, Leigh, Atherton, Tyldesley-with-Shakerley Haydock, Ashton-in-Makerfield, Abram, Ince, Hindley, Westhoughton, Golborne, and Astley; in the borough of Leigh; in the urban districts of Huyton-with-Roby, Newton-in-Makerfield, Worsley, Little Hulton, Little Lever, Atherton Tyldesley-with-Shakerley, Haydock, Ashton-in-Makerfield, Abram, Ince-in-Makerfield, Hindley Westhoughton, and Golborne; and in the rural districts of Whiston, Warrington, and Leigh; all in the county of Lancaster; together with all necessary and proper works, improvements, junctions, connections, approaches, and conveniences connected therewith or incidental thereto, viz. :—

- (1) A widening of Liverpool-road and Huyton-lane, in the township of Knowsley, in the rural district of Whiston, on the south-east and east sides respectively, between points respectively 1.40 chains, measured in an easterly direction, and 1.50 chains, measured in a southerly direction, from the junction of Huyton-lane and Liverpool-road.
- (2) A widening of Huyton-lane, in the township and urban district of Huyton-with-Roby, on the south-east side, between points respectively 7.50 chains, measured in a south-westerly direction from opposite the entrance to "Ward's Farm," and 3.40 chains, measured in a north-easterly direction, from opposite the entrance to "Thornton-Leigh."
- (3) A widening of Mill-lane, on the west side, commencing in the parish and urban district of Newton-in-Makerfield, at a point 0.10 chain measured in a southerly direction from opposite the entrance to the Liverpool Juvenile Reformatory Farm School, and terminating in the township of Winwick-with-Hulme, in the rural district of Warrington, at a point 3.50 chains, measured in a north-westerly direction from the junction of Hollin's-lane and Mill-lane.
- (4) A widening of Winwick-road on the east side, in the township of Winwick-with-Hulme, in the rural district of Warrington, commencing at a point 5.80 chains, measured in a northerly direction from opposite the south-west corner of "Broad Oak-cottage," and terminating at a point 7.30 chains, measured in a northerly direction from opposite Delph-lane.
- (5) A widening of Winwick-road on the east side, in the township of Winwick-with-Hulme, in the rural district of Warrington,

- between points respectively 14·80 chains and 7·00 chains, measured in a northerly direction from opposite Mill-lane.
- (6) A widening of Winwick-road, in the township of Winwick-with-Hulme, in the rural district of Warrington, commencing at a point 5·50 chains, measured in a northerly direction from opposite Mill-lane, and terminating at a point 0·70 chain, measured in a northerly direction from the centre of Longford-bridge. This widening will be on the east side from its commencement to a point 11·50 chains, measured in a southerly direction from opposite the entrance to "Clanbrook Farm," and on the west side from a point 10·30 chains, measured in a southerly direction from the said entrance to "Clanbrook Farm," to the termination of the said widening.
- (7) A widening of Bolton-road and Worsley-road, or one of them, on the west side, commencing at the north side of Algernon-street, in the township and urban district of Worsley, and terminating at the southern end of the bridge carrying Worsley-road over the Bridgwater Collieries Railway, in the township and urban district of Little Hulton.
- (8) A widening of Worsley-road on the west side, in the township and urban district of the Little Hulton, commencing at the northern end of the bridge carrying the Worsley-road over the Bridgwater Collieries Railway, and terminating at the boundary dividing the townships of Farnworth and Little Hulton.
- (9) A widening of Clegg's-lane, on the south-east side, in the township and urban district of Little Hulton, for the whole length of the said lane.
- (10) A widening of Hall-lane on the south side, in the township and urban district of Little Lever, between points respectively 9·80 chains and 14·70 chains, measured in an easterly direction from the centre of the aqueduct carrying the Manchester, Bolton, and Bury Canal, over the said lane.
- (11) A widening of Stopes-road on the north and west sides, in the township and urban district of Little Lever, from a point 16 chains, measured in an easterly direction from opposite the south-east corner of Stopes-house to a point 3·40 chains, measured in a south-easterly direction from the point where the Stopes Collieries Tramway crosses Stopes-road on the level.
- (12) A widening of St. Helen's-road, on the south side, in the parish and urban district of Newton-in-Makerfield, between points respectively 3·50 chains, measured in a westerly direction, and 4·70 chains, measured in an easterly direction, from opposite Sefton-street.
- (13) A widening of Crow-lane, on the north side, in the parish and urban district of Newton-in-Makerfield, between points respectively 5·50 chains and 1·00 chain, measured in a westerly direction from opposite the entrance to "Holly House Farm."
- (14) A widening of Crow-lane, in the parish and urban district of Newton-in-Makerfield, between points respectively 4·50 chains, measured in a south-westerly direction, and 2·30 chains measured in a northerly direction, from opposite Mercer-street. This widening will be on the north-west side from the commencement to a point 0·40 chain, measured in a south-westerly direction from opposite Mercer-street, and from a point 0·50 chain measured in a north-easterly direction from opposite Mercer-street to the termination of the widening; and, on the south-east side, between points respectively 1·70 chains and 0·20 chain measured in a south-westerly direction from opposite Mercer-street, and between points 0·20 chain and 1·70 chains respectively measured in a north-easterly direction from opposite Mercer-street.
- (15) A widening of Church-street, in the parish and urban district of Newton-in-Makerfield, between points respectively 5·90 chains measured in a north-westerly direction, and 3·40 chains measured in a south-easterly direction from the junction of Willow-road and Church-street. This widening will be on the south-west side from its commencement to a point 1·00 chain measured in a north-westerly direction from the junction of Willow-road and Church-street, and on the north-east side from a point 3·80 chains measured in a north-westerly direction from the junction of Willow-road and Church-street to the termination of the widening.
- (16) A widening of Southworth-road, on the north-west side, in the parish and urban district of Newton-in-Makerfield, between points respectively 4·10 chains measured in a south-westerly direction and 4·00 chains measured in a north-easterly direction from opposite the entrance to McCorquodale's printing works.
- (17) A widening of Vista-road, on the west side, in the parish and urban district of Newton-in-Makerfield, from a point 16·90 chains measured in a south-westerly direction from opposite the road on the northern side of Hazel-grove-cottages to the point where the boundary dividing the townships of Haydock and Newton-in-Makerfield crosses the said Vista-road.
- (18) A widening of Market-street, on the north-east side, in the parish and urban district of Newton-in-Makerfield, between points respectively 2·60 chains and 14·00 chains measured in a south-easterly direction from the junction of Market-street and St. Helen's-road.
- (19) A widening of Wigan-road, in the parish and urban district of Newton-in-Makerfield, commencing at a point 0·60 chain, measured in a north-westerly direction, from the junction of Crow-lane with Wigan-road, and terminating at a point 12·10 chains, measured in a north-westerly direction, from opposite the entrance to "Pleasant-view," This widening will be on the north-east side from its commencement for a length of 1·00 chain, from a point 2·40 chains from its commencement to a point 8·50 chains measured in a south-easterly direction from opposite the entrance to "Pleasant-view," and between points respectively 7·00 chains measured in a south-easterly direction, and 9·40 chains measured in a north-westerly direction from opposite the entrance to "Pleasant-view"; and on the south-west side between points respectively 0·70 chain and 2·30 chains measured in a north-westerly direction from the commencement of the widening between points 9·80 chains and 4·60 chains, measured in a south-easterly direction from opposite the entrance to "Pleasant-view," and from a point 9·50 chains, measured in a north-westerly direction from opposite the entrance to "Plea-

- sant-view" to the termination of the widening.
- (20) A widening of Golborne Dale-road, in the parish and urban district of Newton-in-Makerfield, from the commencement of the said road where it joins Southworth-road to a point 0.50 chain, measured in a southerly direction from the centre of the bridge carrying the London and North-Western Railway over Golborne Dale-road. This widening will be on the eastern side from its commencement for a length of 3.00 chains, and for a length of 7.50 chains from the termination of the widening to its termination; on the western side between points respectively 3.20 chains and 8.30 chains, measured in a northerly direction from the junction of Golborne Dale-road and Southworth-road.
- (21) A widening of Golborne Dale-road, Golborne Dale-bridge, and Warrington-road, on the north-east side, commencing in the parish and urban district of Newton-in-Makerfield, at a point 0.50 chain, measured in a north-westerly direction from the centre of the bridge carrying the London and North-Western Railway over the Golborne Dale-road, and terminating in the parish and urban district of Golborne at a point 0.40 chain, measured in a north-westerly direction from the centre of Golborne Dale-bridge.
- (22) A widening of St. Helen's-road, on the north-west side, in the parish of Lowton, in the rural district of Leigh, between points respectively 3.40 chains and 1.10 chains, measured in a south-westerly direction from opposite Kenyon-lane.
- (23) A widening of St. Helen's-road on the north-west side, in the parish of Lowton, in the rural district of Leigh, between points respectively 0.20 chain and 1.40 chains, measured in a north-easterly direction from opposite Sandy-lane.
- (24) A widening of St. Helen's-road, in the township and borough of Leigh, commencing at the point where the boundary dividing the borough of Leigh from the parish of Lowton crosses St. Helen's-road, and terminating at a point 15 chains, measured in a north-easterly direction from a point opposite the centre of "Green-house." This widening will be on the south-east side from its commencement to a point 2.30 chains, measured in a south-westerly direction from opposite the centre of Green-house, and from a point 4.60 chains, measured in a north-easterly direction from opposite the centre of Green-house to the termination of the widening; and on the north-western side between points respectively 2.70 chains, measured in a south-westerly direction, and 7.10 chains, measured in a north-easterly direction from opposite the centre of Green-house.
- (25) A widening of St. Helen's-road, in the borough and township of Leigh, between points respectively 14.00 chains and 1.40 chains, measured in a south-westerly direction from the intersection of Hand-lane and St. Helen's-road. This widening will be on the south-east side from its commencement to a point 5.40 chains, measured in a south-westerly direction from the intersection of Hand-lane and St. Helen's-road; and on the north-west side from a point 3.80 chains from the termination of the widening of its termination.
- (26) A widening of Bridge-street, on the west side, in the borough and township of Leigh, between points respectively 4.80 chains and 0.60 chain, measured in a southerly direction from opposite Abbey-street.
- (27) A widening of Leigh-road, on the west side, in the borough and township of Leigh, between points respectively 0.30 chain and 7.10 chains, measured in a northerly direction from opposite Radcliffe-street.
- (28) A widening of Corner-lane, on the northern side, in the borough and township of Leigh, between points respectively 2.50 chains and 13 chains, measured in an easterly direction from the point where the boundary separating the townships of Hindley and Leigh crosses the centre of Corner-lane.
- (29) A widening of West Leigh-lane, on the southern side, in the borough and township of Leigh, between points respectively 7.00 chains and 0.50 chain, measured in a westerly direction from opposite West Leigh-lane.
- (30) A widening of Smallbrook-lane, on the north side, in the borough and township of Leigh, from the eastern end of Bowker's-bridge to the western end of Smallbrook-bridge.
- (31) A widening of Leigh-road and Howe-bridge, on the east side, in the township and urban district of Atherton, between points respectively 4.00 chains, measured in a southerly direction, and 5.70 chains, measured in a northerly direction from opposite Johnson's-street.
- (32) A widening of Wigan-road, on the east side, and of Mealhouse-lane, on the south side, in the township and urban district of Atherton, commencing at a point 0.70 chain, measured in a southerly direction, and 1.00 chain, measured in an easterly direction from the junction of Mealhouse-lane with Wigan-road.
- (33) A widening of Market-street, in the township and urban district of Atherton, on the south side, from a point 0.35 chain from the western side of Morley-street to the western side thereof.
- (34) A widening of Market-street, in the township and urban district of Atherton, on the south side, between points respectively 0.50 chain and 1.60 chains, measured in an easterly direction from opposite Flapper Fold-lane.
- (35) A widening of Tyldesley-road, on the north-east side, in the township and urban district of Atherton, between points respectively 4.70 chains and 0.40 chain, measured in a north-westerly direction from opposite Lee-street.
- (36) A widening of Tyldesley-road and of the bridge carrying the said road over Chanter's siding, on both sides, in the township and urban district of Atherton, from a point 0.70 chain, measured in a north-westerly direction from the centre of the said bridge, over Chanter's siding, to the north side of West Bank and Green-street respectively.
- (37) A widening of Bag-lane and Mealhouse-lane, on the east and north sides respectively, in the township and urban district of Atherton, commencing between points respectively 0.60 chain, measured in a northerly direction, and 0.90 chain, measured in an easterly direction from the intersection of Bag-lane and Mealhouse-lane.
- (38) A widening of Elliott-street, on the north side in the township and urban district of Tyldesley-with-Shakerley, between Blossom-street and Johnson-street.
- (39) A widening of Manchester-road and the bridges carrying the said road over Green's siding and Ramsden's siding respectively,

- on the north side, in the township and urban district of Tyldesley-with-Shakerley, between points respectively 3 chains, measured in a westerly direction, and 4·30 chains, measured in an easterly direction, from the centre of the bridge carrying Manchester-road over Green's siding.
- (40) A widening of Sale-lane, on the east side, in the township and urban district of Tyldesley-with-Shakerley, from the southern end of Honksford or Parr-bridge, for a length of 1·30 chains, measured in a southerly direction.
- (41) A widening of Sale-lane, on the north-east side, in the township and urban district of Tyldesley-with-Shakerley, between points respectively 3·80 chains and 9·60 chains, measured in a south-easterly direction from the centre of Honksford or Parr Bridge.
- (42) A widening of Penny-lane, on the south side, in the township and urban district of Haydock, between points respectively 2·50 chains and 0·30 chain, measured in a westerly direction from the junction of Vista-road and Penny-lane.
- (43) A widening of Penny-lane, on the south side, in the township and urban district of Haydock, between points respectively 0·50 chain and 4·50 chains, measured in an easterly direction from the junction of Vista-road and Penny-lane.
- (44) A widening of Warrington-road on the west side, commencing in the township and urban district of Haydock, and terminating in the township and urban district of Ashton-in-Makerfield, between points respectively 0·70 chain and 10·00 chains, measured in a northerly direction from the centre of the bridge carrying Warrington-road over the Liverpool, St. Helens, and Lancashire Railway.
- (45) A widening of Lily-lane on the north-west side, in the township and urban district of Abram, between Brynn-street and Cross-street.
- (46) A widening of Lily-lane, commencing in the township and urban district of Abram, at a point 7·70 chains, measured in a south-westerly direction at the point where the boundary dividing the townships of Abram and Ince crosses Lily-lane, and terminating in the township of Ince, in the urban district of Ince-in-Makerfield, at a point 3 chains, measured in a north-easterly direction from where the said township boundary crosses Lily-lane. This widening will be on the south-east side from its commencement for a length of 8·40 chains, and on the north-west side from a point 2 chains from the termination of the said widening to its termination.
- (47) A widening of Warrington-road on the western side, in the township and urban district of Abram, between points respectively 5·40 chains and 8·40 chains, measured in a north-easterly direction from the centre of the bridge carrying the Warrington-road over the Leeds and Liverpool Canal.
- (48) A widening of Warrington-road, in the township and urban district of Abram, commencing at a point 9·20 chains, measured in a southerly direction from opposite Park-lane, and terminating at the south side of Ashton-street. This widening will be on the west side of the road from its commencement to a point 1·50 chains, measured in a northerly direction from opposite Park-lane, between points respectively 3·90 chains and 7·60 chains, measured in a northerly direction from opposite Kingsdown-road, between points respectively 9·90 chains, measured in a southerly direction, and 1·20 chains, measured in a northerly direction from opposite Lee-lane; on the east side, between Park-lane and Kingsdown-road, between points respectively 0·50 chain and 5·30 chains, measured in a northerly direction from opposite Kingsdown-road, from a point 7·40 chains measured in a northerly direction from opposite Kingsdown-road to a point 9·30 chains measured in a southerly direction from opposite Lee-lane, from Lee-lane to the termination of the widening.
- (49) A widening of Warrington-road, on the east side, in the township and urban district of Abram, between points respectively 6·40 chains and 0·80 chain, measured in a southerly direction from the junction of Bickershaw-lane and Warrington-road.
- (50) A widening of Lily-lane, in the township of Ince and urban district of Ince-in-Makerfield, commencing at the north-east end of the new Bamfurlong Bridge, and terminating at a point 3·00 chains measured in a southerly direction from opposite Toll-street. This widening will be on the west side from its commencement for a length of 3·50 chains, and between points respectively 6·70 chains and 3·30 chains measured in a southerly direction from opposite Toll-street, and on the eastern side between points respectively 13·10 chains and 3·00 chains measured in a southerly direction from opposite Toll-street.
- (51) A widening of Low Green-road on the north-west side, in the township and urban district of Hindley, between points respectively 1·20 chains measured in a south-westerly direction, and 0·10 chain measured in a north-easterly direction, from the junction of Ridyard-street and Low Green-road.
- (52) A widening of Atherton-road on the north-east side, in the township and urban district of Hindley, between points respectively 2·70 chains measured in a north-westerly direction, and 1·90 chains measured in a south-easterly direction, from opposite Church-street.
- (53) A widening of Atherton-road, in the township and urban district of Hindley, between points respectively 3·40 chains measured in a north-westerly direction from opposite Platt-lane, and 6 chains measured in a south-easterly direction from opposite George-street. This widening will be on the north-east side from its commencement to a point 2·20 chains measured in a north-westerly direction from opposite George-street, on the south-west side from the south-east side of Lord-street for a length of 0·40 chain, and from Adam-lane to the termination of the widening.
- (54) A widening of Atherton-road on the south-west side, in the township and urban district of Hindley, between points respectively 10 chains and 7·20 chains measured in a north-westerly direction from opposite John-street.
- (55) A widening of Atherton-road, in the township and urban district of Hindley, between points respectively 3·60 chains measured in a westerly direction, and 4·80 chains measured in an easterly direction from opposite East-street. This widening will be on the north side from the commencement to a point opposite East-street,



- and on the south side from East-street to the termination of the widening.
- (56) A widening of Atherton-road, in the township and urban district of Hindley between points respectively 3.50 chains measured in a westerly direction, and 0.50 chain measured in an easterly direction from opposite Organ-street. This widening will be on the south side from the commencement for a length of 2.60 chains, and on the north side from a point of 1.50 chains from the termination of the widening to the termination thereof.
- (57) A widening of Chapel-green on the south-west side, in the township and urban district of Hindley, between points respectively 2.10 chains measured in a south-easterly direction and 0.40 chain measured in a north-westerly direction from the junction of Arundel-street with Chapel-green.
- (58) A widening of Chapel-green on the west side, in the township and urban district of Hindley, between points respectively 2 chains measured in a southerly direction, and 0.40 chain measured in a northerly direction from opposite Granville-street.
- (59) A widening of Chapel-green on the west side, in the township and urban district of Hindley, between points respectively 0.50 chain measured in a southerly direction, and 0.80 chain measured in a northerly direction, from opposite Blantyre-street.
- (60) A widening of Leigh-road on the east side, in the township and urban district of Hindley, from Atherton-road, to a point for a length of 11 chains.
- (61) A widening of Leigh-road, in the township and urban district of Hindley, between points respectively 1.90 chains measured in a northerly direction from opposite Wall-street, and 1.70 chains measured in a south-westerly direction from opposite Pauline-street. This widening will be on the east side between its point of commencement and Wall-street, and on the west and north-west side from a point 0.10 chain, measured in a northerly direction from opposite Wall-street to the termination of the widening.
- (62) A widening of Leigh-road on the east side, in the township and urban district of Hindley, between points respectively 4.10 chains and 0.10 chain measured in a northerly direction from opposite Coal Pit-lane.
- (63) A widening of Leigh-road on the south-west side, in the township and urban district of Hindley, between points respectively 4 chains and 8 chains, measured in a south-easterly direction from opposite Smith's-lane.
- (64) A widening of Wigan-road on the west side, in the township and urban district of Westhoughton, between points respectively 5.80 chains and 1.80 chains, measured in a southerly direction from opposite Wilbraham-street.
- (65) A widening of Market-street on the south side, in the township and urban district of Westhoughton, from Marsden-street for a length of 1 chain.
- (66) A widening of Market-street on the north side, in the township and urban district of Westhoughton, between points respectively 1.20 chains and 0.10 chain, measured in a westerly direction from opposite Victoria-street.
- (67) A widening of Wigan-road on the north side, in the township and urban district of Westhoughton, between points respectively 2.30 chains and 0.70 chain, measured in a westerly direction from the junction of Wigan-road and St. Helen's-road.
- (68) A widening of Warrington-road on the east side, in the parish and urban district of Golborne, between points respectively 1.80 chains and 5.60 chains measured in a northerly direction from opposite the entrance to Golborne-park.
- (69) A widening of Warrington-road, Bridge-street Golborne-bridge, and High-street, in the parish and urban district of Golborne, between points respectively 2.10 chains measured in a southerly direction from opposite Pierpoint-street, and 1.60 chains measured in a northerly direction from opposite John-street. This widening will be on the east side from the commencement to a point 2.30 chains measured in a southerly direction from opposite Lesh-street, and on the western side between points respectively 0.80 chain, measured in a southerly direction, and 1 chain measured in a northerly direction from opposite Pierpoint-street, from a point 4.70 chains measured in a southerly direction from opposite Lesh-street to the end of the widening.
- (70) A widening of High-street on the north-west side in the parish and urban district of Golborne, between points respectively 1.80 chains and 2.60 chains, measured in a north-easterly direction from opposite Heath-street.
- (71) A widening of Church-street and Wigan-road, in the parish and urban district of Golborne, between points respectively 13.60 chains, measured in a southerly direction from opposite Short-street, and 0.80 chain, measured in a south-easterly direction from the junction of Ashton-road and Wigan-road. This widening will be on the west side of Church-street and the south-west side of Wigan-road from the commencement of the widening to a point 3.60 chains measured in a south-easterly direction from the junction of Ashton-road and Wigan-road, and on the east side of Church-street between points respectively 5.30 chains and 1.30 chains, measured in a southerly direction from opposite Short-street, and on the north-east side of Wigan-road from a point 5 chains from the termination of the widening to its termination.
- (72) A widening of Wigan-road on the west side, in the parish and urban district of Golborne, between points respectively 7.80 chains and 0.50 chain, measured in a southerly direction from the centre of the bridge carrying the Great Central Railway (Liverpool, St. Helens, and South Lancashire Railway), over Wigan-road.
- (73) A widening of Wigan-road, in the parish and urban district of Golborne, on the east side from the entrance of Windy Bank Farm to a point 2.30 chains, measured in a south-westerly direction, from the point at which the boundary dividing the townships of Golborne and Ashton-in-Makerfield crosses the centre of Wigan-road.
- (74) A widening of Manchester-road on the north side, in the township of Astley, in the rural district of Leigh, between points respectively 8.90 chains and 5.10 chains, measured in a south-westerly and westerly direction, from the junction of Sandy-lane and Manchester-road.
- (75) A widening of Manchester-road on the south side, in the township of Astley, in the

rural district of Leigh, from the eastern end of Size Bridge, for a length of 12 chains.

(76) A widening of Chaddock-lane, in the township and urban district of Tyldesley-with-Shakerley, from a point opposite the footpath leading to Park-lane, for a length of 1.10 chains measured in an easterly direction.

14. To empower the Company to deviate laterally and vertically from the lines and levels of the intended works shown on the deposited plans hereinafter mentioned to the extent to be shown on the said plans, or to be defined in the intended Act.

15. To authorise the Company to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently) and interfere with streets, roads, highways, footpaths, water-courses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, and apparatus within the townships, parishes, boroughs, districts, and county aforesaid, or in the district of any authority named in this Notice, for the purposes of constructing and maintaining the proposed works or any of them, for the transmission of electrical energy, or otherwise for the purposes of the intended Act.

16. To empower the Company, for the purposes of the proposed works, for the purpose of providing frontage to the streets and roads intended to be widened, for the purposes of car-sheds, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or to take on lease any lands, houses, or buildings in the townships, parishes, boroughs, urban and rural districts, and county aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands, houses, and buildings.

17. To enact special provisions with regard to the amount of compensation to be paid in respect of the lands to be acquired under the intended Act, and to provide that in determining the amount of such compensation regard shall be had to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the works proposed to be authorised, and the exercise of the other powers of the intended Act, and to other circumstances to be mentioned or referred to in such Act.

18. To authorise the Company to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

19. To exempt the Company from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily part only of certain properties.

20. To authorise the Company, where they are the owners of any lands abutting upon a highway, to throw such lands, or any part thereof, into the highway, and make provision for the widening of any highways in which any of their tramways are authorised, and for the repair of any such highways.

21. To empower the Company for the purposes of the intended Act and the general purposes of their undertaking to increase their capital, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock and by borrowing, or by any of such

means, or such other means as the intended Act may prescribe.

22. To incorporate with or without amendment, or to render inapplicable, all or some of the provisions of the following public Acts:—The Companies Clauses Acts, 1845 to 1889; the Lands Clauses Acts; the Tramways Act, 1870; the Railways Clauses Consolidation Act, 1845; the Arbitration Act, 1889; and all Acts amending those Acts respectively.

23. To alter, amend, and partially repeal some or all of the provisions of the Act of 1900, the Farnworth Urban District Council Act, 1900, the Radcliffe Urban District Council Tramways Order, 1900, the Whitefield Urban District Council Tramways Order, 1900, and any other Act or Order which would or might prevent or interfere with the carrying into effect of the provisions of the intended Act.

On or before the 30th day of November instant, plans and sections of the intended works, and plans of the lands to be taken, together with a book of reference to the 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 Lancaster, at his office in Preston, and a copy of so much of the said plans, sections, and book of reference as relates to each of the boroughs of Bolton and Leigh will be deposited with the town clerk of such borough at his office therein, and a copy of so much of the said plans, sections, and book of reference as relates to each of the urban districts of Huyton-with-Roby, Newton-in-Makerfield, Worsley, Little Hulton, Little Lever, Atherton, Tyldesley-with-Shakerley, Haydock, Abram, Ince-in-Makerfield, Hindley, Westhoughton, and Golborne, will be deposited with the clerk of the urban district council of such district at his office therein, and a copy of so much of the said plans, sections and book of reference as relates to each of the parishes or townships of Knowsley, Winwick-with-Hulme, Lowton, and Ashley, will be deposited with the clerk or, if there is no clerk, with the chairman of the parish council of such parish or township at his residence, and a copy of this Notice as published in the London Gazette will also be deposited at the time and with the persons aforesaid.

Printed copies of the intended Act or 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 19th day of November, 1900.

F. J. LESLIE and Co., Solicitors, Liverpool.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAW FORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Central London Railway.

(New Railways; Provisions as to Stations and Underpinning, and as to Purchase of Lands and Use of Sub-soil; Agreements with Great Eastern, London and North Western, and North London Railway Companies, and with the Corporation of London and other Authorities and Companies; Amendment of Central London Railway Act, 1899; Additional Capital; Interest during Construction; Amendment of Acts.)

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

To empower the Company to make and maintain the underground railways and works hereinafter described, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, stairs, passages, subways, tunnels, sidings, shafts, lifts, buildings, apparatus, machinery, appliances, works, and conveniences (that is to say):—

- (1) Railway No. 1.—A loop line wholly in the parish and metropolitan borough of Hammersmith, in the county of London, commencing by a junction with the existing railway of the Company, in and under Uxbridge-road, at or near the end of Providence-place, and terminating by a junction with the same railway in and under the same road, 50 yards, or thereabouts, east of Caxton-road.
- (2) Railway No. 2.—Commencing by a junction with the existing railway of the Company at its termination in and under Old Broad-street, and terminating in and under the Liverpool-street Station of the Great Eastern Railway Company at a point 140 yards, or thereabouts, south of Skinner-street, and 7 yards, or thereabouts, east of the western boundary of the said station.
- (3) Railway No. 3.—A loop line commencing by a junction with Railway No. 2, at its termination as hereinbefore described, and terminating by a junction with the same railway in and under the western entrance to Liverpool-street Station 20 yards, or thereabouts, north of Liverpool-street.
- (4) Railway No. 4.—A loop line commencing by a junction with the existing railway of the Company at its termination in and under Old Broad-street, and terminating by a junction with the same railway in and under Threadneedle-street, at or near the north-east corner of the Royal Exchange.
- (5) Railway No. 5.—A siding commencing by a junction with the existing railway of the Company at its termination in and under Old Broad-street, and terminating in and under the same street at a point 86 yards, or thereabouts, north of the junction of that street with Throgmorton-street.

The said intended Railways Nos. 2, 3, 4, and 5, will be situate in the parishes and places following, or some of them, that is to say:—

St. Bartholomew by the Exchange, St. Benet Fink, St. Peter-le-Poor, All Hallows in the Wall, St. Botolph Without Bishopsgate, St. Stephen's Coleman-street, St. Ethelburga, St. Helen's Bishopsgate, St. Martin Outwich, all in the city of London.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity.

To incorporate with, and extend, and make applicable, with or without modification or alteration to the intended railways and works, all or some of the provisions of the Central London Railway Act, 1891, hereinafter called "the Act of 1891," with reference to the mode of construction of the intended works, the retention and sale of lands, the power to deviate and underpin, and so far as may be necessary to alter and amend the provisions of the Act of 1891, with reference thereto.

To empower the Company, on and subject to such terms and conditions as may be prescribed by the intended Act, temporarily to stop up open, and use temporarily the surface of the roadways and footways of Uxbridge-road and

Goldhawk-road, at or near their junction, and of Shepherd's Bush-green, at or near the eastern end thereof, for the purpose of constructing the said intended Railway No. 1, and of Liverpool-street, and the footway on the east of the Royal Exchange, for the purpose of constructing the said intended Railways Nos. 2, 3, 4, and 5, or some part or parts thereof.

For the purposes of the said intended Railway No. 1, it is intended to acquire compulsorily an easement in or under certain common or commonable lands, known as Shepherd's Bush-green, in the said parish and borough of Hammersmith, but it is not intended to acquire permanently any part of the surface thereof. The quantity of the said green included in the limits of deviation is estimated to contain 1½ acres, or thereabouts.

To authorise the Company to cross, stop up, close, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, or places, railways, bridges, gas and water mains, and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric lighting, and other apparatus, or other works, conveniences and appliances, within or adjoining the aforesaid borough, parishes and places, or any of them, and to appropriate and use for the purposes of the intended works, or of the intended Act, the sub-soil and under-surface of any lands, streets, roads, highways and places, under, along or across which any of the proposed works are intended to be made.

To authorise the Company to purchase by compulsion or agreement, lands, houses, or other property and easements therein, and the sub-soil thereof, in the borough, parishes, and places aforesaid, for the purposes of the intended Act, including certain lands in the parish and borough of Hammersmith, on the east side of and adjoining Providence-place, and 33 yards or thereabouts from the Uxbridge-road, and to exempt the Company from the operation of the 92nd Section of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges connected with such lands, houses, and property and sub-soil.

To enable the Company to levy and recover tolls, rates and charges upon, and in respect of, the said intended railways and works, and conveniences, to alter existing tolls, rates and charges, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges respectively.

To empower the Company on the one hand, and the mayor and commonalty and citizens of the city of London (hereinafter called "the Corporation"), and the Council of the Borough of Hammersmith (hereinafter called "the Council"), or either of them, or any other authority, company, or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways, 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 have been or may be made with reference to all or any such matters, and, if thought fit, to insert provisions for the protection of the Corporation and Council and any other authority, company, or body as aforesaid respectively, or any or either of them.

To empower the Company on the one hand, and the Great Eastern Railway Company, the London and North Western Railway Company, and the North London Railway Company (hereinafter referred to as "the three 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 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, rates, or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic.

To empower the Company on the one hand, and the three Companies, or any or either of them on the other hand, to enter into and carry into effect agreements with respect to the construction, use, management and maintenance of the stations, subways, lifts, approaches, platforms, sidings, signals, and other works and conveniences of the Company at or near the Broad-street Station of the North London Railway Company and the Liverpool-street Station of the Great Eastern Railway Company, and with respect to the joint or separate ownership, use, and occupation of the said stations and works, or any of them, or any part or parts thereof, and to confirm and give effect to any agreement between the said Companies, or any of them, which may have been or may be made prior to the passing of the intended Act, and to authorise and provide for the appointment of a joint committee, or joint committees, for carrying into effect any such agreement as aforesaid.

To amend Section 4 of the Central London Railway Act, 1899, and to alter the period prescribed by that section for the completion and opening for the public conveyance of passengers of the railways authorised by the Central London Railway Acts, 1891 and 1892, and to provide that the sections of the said Acts, and of the Act of 1894, referred to in the said Section 4, be read and construed accordingly.

To authorise the Company to apply their authorised capital for all or any of the purposes aforesaid, or of the intended Act, and to raise, for the purposes of the intended Act, and other the general purposes of the Company, further moneys by the creation and issue of new shares or stock, with or without a preference or guaranteed dividend or other rights and privileges, and by borrowing, and by the creation or issue of debenture stock, or by any of such means.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital of the Company from time to time interest or dividends on any shares or stocks of the Company, and to make provision with reference to passenger duty.

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

To alter, amend, extend, and if need be repeal the provisions, or some of the provisions of the several Acts of Parliament following, that is to say:—The Central London Railway Act, 1891, and all other Acts relating to the Company, the London City Improvement Act, 1847, and 57 Geo. III., cap. 29, and all other Acts relating to the Corporation or to the city of London, the London Government Act, 1899, and all other Acts relating to the Council or to the Borough of Hammersmith, the Great

Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company, the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company, and the Act 9 and 10 Vic., cap. 396, and all other Acts relating to the North London Railway Company.

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 intended Act, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, 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 be deposited for public inspection, with the Clerk of the Peace for the county of London, at his office, at the Sessions House, Clerkenwell, and that on or before the said 30th day of November, a copy of so much of the said plans and sections and book of reference respectively, as relates to each borough or parish 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 or acquired compulsorily under the powers of the intended Act are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, as follows, that is to say, as relates to the said borough of Hammersmith, with the Town Clerk of that borough at his office, and as relates to the said parishes, with the Vestry Clerk of each parish at his office.

And notice is hereby further given that, on or before the 21st day of December, 1900, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1900.

BIRCHAM & Co, 46, Parliament-street, Westminster, and 50, Old Broad Street, E.C.

ASHURST, MORRIS, CRISP & Co., 17, Throgmorton-avenue, E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1901.

Hoddesdon Urban District Electric Lighting.  
(Provisional Order.)

(Application to the Board of Trade under "The Electric Lighting Acts, 1882 and 1888," for a Provisional Order to enable the Hoddesdon Urban District Council to Produce, Store, and Supply Electricity, Electrical Energy, and Power for Public and Private Purposes within the Hoddesdon Urban District; and to Levy, Make, and Recover Rates and Charges therefor; and to break up Streets, Railways and Tramways, and to cross Rivers and Canals, and lay Electric Lines; to Manufacture, Hire, Sell, and Let Electric Apparatus, and to exercise other Incidental Powers.)

NOTICE is hereby given, that the Hoddesdon Urban District Council (hereinafter called "the undertakers"), and whose address is High-street, Hoddesdon, in the county of Hertford, intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order, under "The Electric Lighting Acts, 1882 and 1888," for the following purposes or some of them (that is to say):—

1. To enable the undertakers to make and maintain on any lands now belonging to them, or which they may hereafter acquire, works

for the production, storage, supply, and distribution of electricity, electrical energy and power, and to supply the same for all or any public and private purposes within the Hoddesdon Urban District (hereinafter called "the area of supply"), and to exercise (with or without modification) for the purpose aforesaid all or any of the powers of "The Electric Lighting Acts, 1882 and 1888," and "The Electric Lighting (Clauses) Act, 1899," and any Act amending or extending the same respectively, and of "The Gasworks (Clauses) Act, 1847," and "The Gasworks (Clauses) Act, 1871," and such other rights and powers as may be conferred by the Order, including the power to purchase and take supplies of electricity, to levy, charge, and recover rates, rents, and charges, and to make, lay down, erect, construct, and place all such works, buildings, and apparatus (including in that word where used in this Notice engines, dynamos, meters, machinery, mains, wires, pipes, conductors, poles, brackets, and fittings), and do all such matters and things as may be necessary or expedient for all or any of the purposes aforesaid.

2. The following are the names of the streets in which it is proposed that electric lines should be laid down within a specified time (that is to say):—Such portions of the following streets and roads as are in the district of the undertakers, viz.:—Amwell-street, Hoddesdon; Burford-street, Hoddesdon; High-street, Hoddesdon.

3. For all or any of the purposes of the intended Order to break up, stop up, or interfere with, and to cross or pass over, under, or along as the case may require, public and private streets (including in that word roads, highways, footways, bridges, and thoroughfares), railways, tramways, watercourses, and places within the area of supply, and any sewers, drains, pipes, and telegraph, telephonic, and electric apparatus in, over, under, or along the same respectively, and particularly so to break up, stop up, or interfere with all streets within the area of supply repairable by the undertakers, and the following streets and places not so repairable (that is to say):—

Amwell-street, Burford-street, Hertford-road, High-street, Rye-road, Stanstead-road, Ware-road, Park-road, Park-view, Walton-road, Ogard-road, Lee-road, Haward-road, Cecil-road, Bosanquet-road, Salisbury-road, Briscoe-road, West Hill-road, Admiral's-walk (part of), Bell-lane, Conduit-lane, Middlefield-road, St. Catherine's-road, Osborne-road, road leading from Brockett-road to Park-road, British School-lane, Meadow-place, Burford-place, Norris-road, Westfield-road, College-road;

and to cross or pass over, under, through, or along rivers and canals within the area of supply, and to cross or pass over, under, or along and break up the following railways and tramways, so far as they are respectively situate within the area of supply (that is to say):—The Great Eastern Railway, and to lay, place, renew, alter, and maintain apparatus in, under, over, across, and along such streets, places, railways, tramways, rivers, and canals.

4. To authorise the undertakers to manufacture, purchase, hire, sell, and let apparatus for and in relation to the production, supply, distribution, and measurement of electricity, and to make and recover rents and charges therefor.

5. To enable the undertakers to acquire, hold, and use patent rights or licences and

authorities under Letters Patent for the use of inventions, processes, and apparatus for or relative to the matters aforesaid or any of them.

6. To enable the undertakers and any local authority, company, or person to enter into and fulfil contracts and agreements for and in relation to all or any of the purposes before mentioned, and to enable the undertakers to sell, demise, or let to such local authority, company, or person any lands for the time being belonging to the undertakers, and to enable them to acquire lands by agreement for all or any of the purposes of the intended Order.

7. To incorporate with the intended Order, with or without alteration, such of the provisions as may be deemed expedient of the before-mentioned Acts and "The Lands Clauses Acts," except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

8. To alter, vary, or amend, so far as may be necessary for the purposes of the Order, all or any of the provisions of "The North Metropolitan Electric Power Supply Act, 1900."

9. On or before the 30th day of November instant a copy of this Notice as published in the London Gazette, and a map showing the proposed area of supply, will be deposited for public inspection with the Clerk of the Peace for the county of Hertford at his office at Hertford, and with the Clerk of the said Urban District Council at his office at High-street, Hoddesdon aforesaid, and also at the office of the Board of Trade, Whitehall, London.

10. Printed copies of the draft Provisional Order will be deposited at the said office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained at the office of the undertakers, High-street, Hoddesdon aforesaid, and at the offices of the undersigned on payment of one shilling for each copy.

11. Any local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the intended application must do so by letter addressed to the Board of Trade (marked on the outside of the cover enclosing it "Electric Lighting Acts"), on or before the 15th day of January next, and a copy of such objection must also be forwarded to the offices of either of the undersigned.

Dated the 14th day of November, 1900.

SWORDER and LONGMORE, Solicitors, Hertford.

R. A. READ, Junr., 45, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1901.

Ripon Corporation.

(Construction of New Waterworks by the Corporation of Ripon; Diversion and Appropriation of Additional Water; Purchase of Lands and Easements Compulsorily and by Agreement; Interference with Highways and other Property; Preservation and Purity of Water; Common or Commonable Lands; Agreements; Public Baths; Recreation Grounds; Band of Music; Power to Supply Water in Bulk; Power to Advertise; Power to Use Aldfield Spa Water; Erection of Pump Room; Hackney Carriages; Common Lodging Houses; Slaughter Houses; Collection and Levying of Rates; Borrowing Powers; Incorporation,

Repeal, and Amendment of Acts, and other Powers.)

**N**OTICE is hereby given, that the Mayor, Aldermen, and Citizens of the city of Ripon (hereinafter called "the Corporation") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for an Act for the following or some of the following amongst other purposes (that is to say):—

To authorise the Corporation to construct and maintain wholly in the West Riding of the county of York the following works, or such of them, or such part or parts thereof respectively as the Bill may define (that is to say):—

#### South Gill Beck Works.

A conduit or line or lines of pipes (No. 1), situate in the parishes of Laverton and Azerley, or one of them, commencing in the parish of Laverton in a weir to be constructed across the South Gill Beck at a point thereon 34 chains or thereabouts, measured in a straight line in a westerly direction, from the junction of Black Dike with the said South Gill Beck, and terminating in the parishes of Laverton and Azerley or one of them (in the Moor-common to the parish of Laverton, and to Galphay, in the parish of Azerley), in Rowan Tree Gill Beck, at a point thereon 45 chains or thereabouts, measured in a straight line in a north-westerly direction, from the point at which the northern end of Drift-lane crosses Holborn Beck.

A conduit or line of pipes (No. 2), wholly situate in the parish of Laverton, commencing in the stream which joins the South Gill Beck on the right bank thereof, at a distance of 29 chains or thereabouts, measured in a straight line in a westerly direction, from the junction of Black Dike with the said South Gill Beck, at a point in the said stream 3 chains or thereabouts, measured in a south-westerly direction, from its junction with the said South Gill Beck, and terminating by a junction with the intended conduit or line or lines of pipes (No. 1) hereinbefore described at a point thereon 2 chains or thereabouts, measured in a south-westerly direction, from the junction of the said stream with South Gill Beck.

A conduit or line of pipes (No. 3), wholly situate in the parish of Laverton, commencing in Black Dike at a point thereon 32 chains or thereabouts, measured in a southerly direction, from the junction of the said Black Dike with South Gill Beck, and terminating by a junction with the intended conduit or line or lines of pipes (No. 1) at a point thereon 23 chains or thereabouts, measured in a south-easterly direction, from the junction of the said Black Dike with the said South Gill Beck.

A conduit or line of pipes (No. 4), wholly situate in the parish of Laverton, commencing on the moor known as Dallowgill Moor at a point 17 chains or thereabouts, measured in a westerly direction, from the most western corner of the farmstead known as Harper Hill, in a stream which flows into and through the enclosure numbered 150 on the Ordnance Map (published in 1891) of the parish of Laverton, and thence into the River Laver, and terminating in the enclosure numbered 151 on the said Ordnance Map by a junction with the intended conduit or line or lines of pipes (No. 1) at a point 28 chains or thereabouts, measured in a south-easterly direction from

the junction of Black Dike with South Gill Beck.

A line or lines of pipes (No. 5), commencing in the parish of Grantley, at or near the filter beds of the Corporation, situate near the main embankment of their Lumley Moor Reservoir, and terminating in the parish of Lindrick-with-Studley-Royal-and-Fountains, at or in the White Fields Service Reservoir of the Corporation, which said line or lines of pipes (No. 5) will be made in or pass from, through, in, or into the parishes of Grantley, Laverton, Aldfield, and Lindrick-with-Studley-Royal-and-Fountains, or some of them.

#### Aldfield Spa Works.

A conduit or line of pipes, commencing in the parish of Aldfield, at a point in the Aldfield Spa 250 feet or thereabouts, measured in a south-westerly direction, from the south-west corner of Aldfield Spa Cottage, and terminating in the market-place in the city at a point 50 feet or thereabouts south of the Market Cross.

The said conduit or line of pipes will pass from, through, in, or into the following parishes or places (that is to say):—Aldfield, Markington-with-Wallerthwaite, Lindrick-with-Studley-Royal-and-Fountains, Studley Roger, Clothholme, and the parish and city of Ripon.

#### General Works.

To authorise the Corporation, in connection with the before-mentioned works to construct all such dams, cuts, channels, adits, catchwaters, aqueducts, culverts, bridges, tunnels, drains, pipes, standpipes, sluices, valves, byewashes, weirs, gauges, reservoirs, filter beds, tanks, cisterns, basins, walls, roads, embankments, approaches, stream diversions, fences, buildings, houses, engines, pumps, machinery, and electric and other appliances as may be necessary or expedient in connection with the before-mentioned works, and for enabling the Company to impound, collect, utilise, and supply the waters to be taken under the powers of the intended Act, and for any of the purposes of their Undertaking.

To authorise the Corporation to deviate from the lines and levels of the proposed works shown on the plans and sections to be deposited as hereinafter mentioned to any extent to be defined by the intended Act, or to be prescribed by Parliament.

To enable the Corporation, subject to the provisions of the intended Act, to collect, impound, divert, take, use, and appropriate for the purposes of the proposed works or any of them, and of the Undertakings of the Corporation, all such brooks, streams, springs, and waters as can or may be intercepted, or taken by the intended works, or as may be found in, on, 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 particularly the waters of the stream called the South Gill Beck and its tributaries, and the Aldfield Spa Waters, and all other streams, springs, and waters at and above the points at which they may be intercepted by the works hereinbefore described, all of which streams, tributaries, and waters now flow, directly or indirectly, into the River Laver and River Skell, and thence into the Rivers Ure, Ouse, and Humber, and may affect the Ure Navigation or Ripon Canal, the Linton Lock Navigation, the River Ouse Navigation, the Foss Navigation, the York Waterworks, and the Aire and Calder Navigation.

To make provision for securing the purity



of the water obtained by the Corporation, for regulating the user of the water above the point of intake, and the construction of necessary works on lands over or under which such water flows, and for inspection thereof and the prevention of nuisances, and of the pollution and contamination of water, and to extend to the Corporation all or any of the powers of a local authority under the Public Health Acts and the Rivers Pollution Prevention Act, 1876, and to make and enforce bye-laws within the gathering areas of the Waterworks of the Corporation.

To authorise the Corporation to lay down, maintain, alter, repair, and renew mains, pipes, culverts, and other works for the supply of water in, under, along, through, over, and across, and for that purpose to open, break up, alter, divert, stop up, and interfere with, either permanently or temporarily, public and other roads, streets, lanes, highways, footways, thoroughfares, railways, tramroads, tramways, watercourses, streams, bridges, sewers, drains, gas and water mains and pipes, telegraph, telephonic, and electric pipes, lines, wires, posts, and apparatus, and any such other works in, under, along, or over any such roads, streets, lanes, highways, footways, or thoroughfares.

To enable the Corporation to purchase and take by compulsion or agreement, and to take on lease and hold lands, buildings, streams, waters, and other property, and any rights or easements therein, thereunder, or thereover, for the purposes of the proposed works and of the Bill or of their Undertaking, and to vary or extinguish all or any rights or easements in, over, or affecting any such lands, buildings, streams, waters, and property, and to acquire, by compulsion or agreement, easements to lay conduits or pipes in, through, or upon lands, with power to inspect, repair, and maintain the same, and to enable the Corporation to sell, lease, and dispose of lands and buildings, and to hold any lands which they may acquire under the powers of the Bill free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to enable the Corporation to sell land acquired for the purposes of their Water Undertaking, but not required for that purpose, and to reserve to themselves all or any part of the water rights or other easements belonging thereto.

To authorise the Corporation to take for or in connection with the proposed works certain lands, being, or reputed to be, common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken:—

Name by which lands are known.	Parish or place where the lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
Dallow Gill Moor	Parish of Laverton	75 acres	a. r. p. 5 1 16
Moor common to parish of Laverton, and Galphay, in the parish of Azerley	Parishes of Laverton and Azerley	30 acres	1 1 32

To authorise the Corporation, in addition to the lands they may acquire for the general purposes of their Undertakings, to acquire, enter

upon, take, and use, compulsorily or by agreement, and hold the following lands, or some of them (that is to say):—

A strip or strips of land extending for a width of 2 chains or thereabouts on each side of the streams respectively known as Rowan Tree Gill Beck and Holborn Beck, and extending from the termination of the intended conduit or line or lines of pipe (No. 1) to the south-western end of the Lumley Moor Reservoir of the Corporation, which said strip or strips of land will be situate in the parishes of Laverton, Azerley, Skeldon, and Grantley, or some of them.

To authorise the temporary occupation and use of lands, houses, buildings, easements, and hereditaments for obtaining material for the construction of works and other purposes of the Bill, and to incorporate, with such variations and amendments as may be proper or requisite, all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary use and occupation of lands, or to make other provisions with reference thereto.

To authorise the Corporation to enter into agreements with the owners, lessees and occupiers of lands within the gathering area of the waterworks of the Corporation as to the construction by them or by the Corporation of such drains and other works as may be required for the better and more effectual drainage of such lands.

To make provision for the protection of the works and water supply of the Corporation, and for preventing frauds and abuses, and the waste, misuse, and undue consumption of the water, and for preventing the fouling or contamination of any waters from which the Corporation derive any of their water supply, and for the imposition and recovery of penalties, and to make bye-laws and regulations for the purposes aforesaid, and otherwise for the prevention of nuisance over or in respect of any lands situate within the gathering area of the waterworks of the Corporation.

To make provision for the prevention of waste, misuse, undue consumption, or contamination of the water of or to be used by the Corporation for the purposes of their supply, and with respect to the fittings to be used for the purposes of supply and user of the said water, and for protecting, repairing, and removing the said fittings, and for defining and preventing frauds on the Corporation in relation to such supply and user; and to empower the Corporation from time to time to make and enforce, by penalties and otherwise, bye-laws, rules and regulations for and in relation to the several matters aforesaid, with all requisite powers of entry on the premises so supplied or to be supplied; to authorise the Corporation to supply pipes, fittings, and other apparatus, and to execute plumbing and other work, and to charge for the same; to make special provision for protecting the waterworks, property, and water supply of the Corporation, and for preventing the pollution of the streams and gathering grounds and sources of water supply of the Corporation, and to confer on the Corporation all necessary powers in that behalf.

To make such provision (if any) as the Bill may prescribe, or as Parliament may authorise or require, with reference to the supply of water by the Corporation by means of their intended works or any of them to other local, sanitary, and other authorities and bodies, whether within or without the Corporation's limits of supply, whose districts are situate in the neighbourhood of the said intended works, or any of them, and the terms, conditions, limitations, rights, and reservations

under which any such supply is to be afforded by the Corporation.

To authorise the Corporation by agreement to purchase and hold lands within the drainage area of the waterworks belonging to them for the purpose of protecting from pollution, contamination, fouling, or discolouration the water which they are empowered to take, and for other the purposes of their Water Undertaking.

To empower the Corporation on the one hand, and any county council, local authority, company, or person on the other hand, to enter into and to carry into effect agreements with reference to the drainage of any lands from or over which any water authorised to be taken by the Corporation flows, and for more effectually collecting, conveying, and preserving the purity of such water, and to authorise the Corporation to purchase lands and construct works, and to apply their moneys for those purposes.

To authorise the Corporation on the one hand, and any local or sanitary authority, county, district, or parish council, corporation, company, trustees, bodies, persons or person (corporate or not corporate) on the other hand, to enter into and carry into effect, and to vary or rescind contracts and agreements for the sale or supply by the Corporation from their intended works of water in bulk, by measure or otherwise, to any such authority, corporation, trustees, bodies, person, or persons for use either within or beyond the limits for the supply of water by the Corporation on such terms and conditions as may be agreed between them or the Bill may prescribe.

To constitute the waterworks and other works and things proposed to be authorised by the intended Act part of the Water Undertaking of the Corporation, and to extend and apply all or some of the enactments now in force in relation to the existing waterworks of the Corporation, with such modifications as the case may be indicated in the intended Act to the waterworks and other works, and things so proposed to be authorised.

#### Baths.

To authorise the Corporation to provide public baths, with slipper baths, Turkish, medicinal, and other baths, and to charge for the use thereof, and to sanction the use of any land now belonging to the Corporation, or which they may acquire by agreement for the purpose of erecting such baths.

#### Recreation Grounds and Music.

To empower the Corporation to provide recreation grounds, and to accept gifts of land, and dedicate same for that purpose, to erect and furnish refreshment and reading rooms and conveniences, and to let same, to provide apparatus for games and charge for the use thereof, and to pay or contribute towards the cost of a band of music, and set apart portions of the recreation grounds for games, to close same, and also the public baths when deemed desirable, and to appoint officers.

#### Advertising City.

To authorise the Corporation to advertise the city and its attractions, and pay the expense thereof out of any of its rates or revenues.

#### Aldfield Spa.

To empower the Corporation to enter into an agreement with the Most Honourable the Marquess of Ripon, K.G., for the acquisition of or for a lease of the Aldfield Spa and the waters thereof, and as to the laying of mains and pipes through the property of the said Marquess, or in reference thereto.

To authorise the Corporation to erect and maintain a pump room or rooms upon lands now belonging to the Corporation, or to be acquired by them by agreement, or upon any portion of

the market place in the city, and to charge for admission thereto, or for the waters supplied thereat.

#### Slaughter-houses.

To make better provision in regard to slaughter-houses, the slaughtering of horses, cattle, sheep, and other animals, and particularly in regard to the following matters:—To prohibit the slaughter of any animal except in the Corporation slaughter-houses, when provided, and to provide for the giving of notice in case of change of occupation of a slaughter-house, to empower the Corporation to revoke slaughter-house licence if occupier be convicted of certain offences, and to provide for the licensing of slaughtermen.

#### Hackney Carriages.

To extend the operation of the enactments and bye-laws relating to hackney carriages, omnibuses, and public vehicles to places beyond the city, and for such distance as may be prescribed by the intended Act, to empower the Corporation to inspect hackney carriages, omnibuses, and other public vehicles, and to extend the bye-laws and enactments relating to the drivers of hackney carriages, to persons drawing or propelling any wheeled carriage standing or plying for hire, to provide that a railway station shall be deemed a public stand for hackney carriages and other vehicles, power to license and regulate bath chairs and other similar carriages, and in other respects to make better provision in relation to hackney carriages, stage coaches, omnibuses, and other public vehicles, and their owners, drivers, and conductors.

#### Common Lodging-houses.

To make further provision with reference to the registration, control, management, and supervision of common lodging-houses, and to the health and decency of the inmates, and to make provision with regard to unregistered lodging-houses, and giving power to the Corporation to refuse to register common lodging-houses.

#### Sanitary.

To make further provisions with respect to the prevention of the spread of infectious disease, the preservation of the health of the inhabitants of the city, and particularly with respect to the sale of milk within the city.

#### Borrowing Powers.

To alter and enlarge the present borrowing powers of the Corporation, and to enable them to borrow moneys for all or any of the purposes of the intended Act, and to apply their corporate funds and any moneys which they are already authorised to borrow, and to borrow further moneys by mortgage stock or annuities and by the issue of bills, and to charge any moneys raised or to be raised by them upon all or any one or more of the following securities (that is to say):—The City Fund and City Rate, the District Fund and the General District Rate, lands, estates, and other undertakings and property, and the rates, rents, tolls, and revenues of the Corporation.

#### Collection of Rates.

To authorise the Corporation to collect all rates within the city, to appoint poor rate collectors, and to make other provision with regard to the collection of rates.

#### General.

To make provision generally with regard to the health and local government of the city, and to confer upon the Corporation powers in excess of the general law now usually granted in Improvement Acts.

To authorise the Corporation and any local authorities, bodies, companies, and persons, for all or any of the purposes of or incidental to the objects of the Bill, to enter into and fulfil agree-

ments and contracts, and the Bill will or may confirm any such agreements and contracts which may have been, or which, during the progress of the Bill may be, entered into, and to enable any such local authorities, bodies, companies, and persons, for the purposes aforesaid, to expend their funds, rates, and revenues, and to borrow moneys on the security thereof.

The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with all or any of the powers of the Public Health, Local Loans, Local Government, Sanitary and Municipal Corporation Acts, with such modifications as may be contained in the Bill, and to make and enforce byelaws and regulations for all or any of the purposes of the Bill to which they may deem byelaws and regulations applicable.

The Bill will, so far as it may be deemed necessary or expedient, vary and extend, or repeal, alter, and consolidate, and amend the provisions of among other local and personal Acts or Orders the following (that is to say):—The Ripon Corporation Act, 1886, and all Acts, Orders, and resolutions directly or indirectly relating to or affecting the Corporation or the city, and will or may incorporate with itself, in extenso or by reference, and with or without alteration, the provisions or some of the provisions of the various Acts in this Notice referred to, and of the Local Loans Acts, 1875 and 1885; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Waterworks Clauses Acts, 1845 and 1863; and 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 notice is hereby also given, that, on or before the 30th day of November instant, plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, and also showing the lands intended to be taken compulsorily under the powers of the Bill for waterworks and other purposes, together 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 West Riding of the County of York, at his office, at Wakefield, and with the Town Clerk of Ripon, at the Town Hall, Ripon; and that, on or before the 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works or any of them will be made or pass, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this Notice, will be deposited as regards any rural parish for which a Parish Council has been elected, with the Clerk of the Council, at his office or residence, as the case may be, or (if there be no clerk) with the Chairman of such Council, at his residence, and as regards any rural parish for which no Parish Council has been elected, with the Clerk of the Council of the Rural District in which such parish is comprised, 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 15th day of November, 1900.

MATTHEW KIRKLEY, Town Clerk, Ripon,  
BAKER, LEES AND CO., 54, Parliament-  
street, Westminster, Parliamentary  
Agents.

No. 27249.

2 O

In Parliament—Session 1901.

City and Brixton Railway (Extension of Time.)  
(Extension of Time for Compulsory Purchase  
and Taking of Lands; Further Capital  
Powers; Agreements with City and South  
London Railway Company; Amendment of  
Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1901 by the City and Brixton Railway Company (hereinafter called "the Company") for leave to introduce a Bill for the following, or some of the following, purposes (that is to say):—

To extend the period limited by the City and Brixton Railway Act, 1898, for the compulsory purchase of lands, houses, and other property by that Act authorised.

To empower the Company for the general purposes of their undertaking to raise additional share and loan capital and to create and issue new shares or stock, with or without a guarantee, or preference or other rights or privileges attached thereto, and by the creation and issue of debenture stock, or by borrowing, or by any such method, and to borrow by instalments.

The Bill will empower the Company on the one hand, and the City and South London Railway Company on the other hand, from time to time to enter into, amend, or vary, and carry into effect agreements with respect to the construction, working, management, and maintenance of the intended railways, or any part thereof, the supply of engines, stock, and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways, the providing of terminal and other accommodation, offices, buildings, signals, and conveniences for the traffic of the Company, the fixing, collection, payment, division, and appropriation of the tolls, fares, charges, and other income and profits arising from traffic to, from, and over the railways of the contracting Companies, or any part or parts thereof, and the payments, allowances, rebates, or drawbacks to be made or allowed by either of the contracting Companies to the other of them, and the Bill will or may sanction or confirm any agreement which previous to the passing thereof may be made touching any of the aforesaid matters.

The Bill will vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes thereof, and confer other rights and privileges, and will incorporate so far as may be necessary for the purposes thereof, and will alter, amend, enlarge, or repeal the provisions, or some of the provisions, of the City and Brixton Railway Act, 1898, and all other Acts relating to the City and Brixton Railway Company, the City and South London Railway Acts, 1884 to 1898, and all other Acts relating to the City and South London Railway Company.

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 19th day of November, 1900.

DOLLMAN and PRITCHARD, 9 and 10, King-  
street, Cheapside, E.C., Solicitors for  
the Bill.

R. W. COOPER and SONS, 5, Victoria-  
street Westminster, Parliamentary  
Agents

## Board of Trade—Session 1900.

## West Riding Tramways.

(Construction of Tramways, use of Electrical Power, Purchase of Land by Agreement, Tolls, Rates and Charges, Agreements with Local Authorities and other Persons, Sale of Undertaking, Amendment and Definition of Terms of Purchase by Local Authorities, Incorporation and Amendment of Acts, and other powers.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December, 1900, by the United Kingdom Tramway, Light Railway, and Electrical Syndicate, Limited (hereinafter called "the Promoters,") for a Provisional Order under the Tramways Act, 1870, for the following or some of the following purposes (that is to say):

1. To authorise the Promoters to construct, lay down, maintain, and work the Street Tramways, hereinafter described or some of them, or some parts or parts thereof, with all necessary and proper junctions, rails, plates, sleepers, posts, tubes, wires, cables, engines, machinery, apparatus, generating stations, engine houses, carriage houses, works, and conveniences connected therewith.

## Tramway No. 1.

Commencing in the Parish of Normanton, in the District of the Urban Council of Normanton, at the north-west end of the Market-place, to a point at the westerly end of High-street, thence in a north-easterly direction to the east end of High-street, thence in a southerly direction to a point 30 feet or thereabouts to the south of the south corner of the Black Swan Inn, thence in a north-easterly direction to a point 20 feet or thereabouts south of the east corner of the Smithy. Tramway No. 1 will be laid as a double line throughout.

## Tramway No. 2.

Commencing in the Parish of Normanton, and in the District of the Urban Council of Normanton, from a point 20 feet or thereabouts south of the east corner of the Smithy, thence in a north-easterly direction along the Castleford-road to the boundary of the Parishes of Normanton and Whitwood in the Districts of the Urban Councils of Normanton and Whitwood respectively. Tramway No. 2 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point 24 chains or thereabouts north-east from the commencement of this Tramway, in the Parish of Normanton, and opposite Bridge-street, to a point situate 3 chains or thereabouts further north-east.

From a point 5 chains or thereabouts south-west from the junction of Benson-lane with Castleford-road, in the Parish of Normanton, in the District of the Urban Council of Normanton, to a point 3 chains or thereabouts further north-east and 2 chains or thereabouts south-west of the junction of Benson-lane with Castleford-road.

From a point in the Parish of Normanton, in the District of the Urban Council of Normanton, 2 chains or thereabouts north-east of the junction of Shortbutts-lane with Castleford-road, to a point situate 3 chains or thereabouts further north-east.

## Tramway No. 3.

Commencing in the Parish of Whitwood and in the District of the Urban Council of Whitwood, at the boundary between the Parishes of Whit-

wood and Normanton, in the Districts of the Urban Councils of Whitwood and Normanton respectively, thence in a north-easterly direction along Whitwood Common-lane and Willow Bridge-road, and thence in a north-easterly direction along Lumley-street to the boundary between the Parishes of Whitwood and Castleford in the Districts of the Urban Councils of Whitwood and Castleford respectively. Tramway No. 3 will be laid as a single line throughout, excepting between the following points, where such tramway will be laid as a double line.

At a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, 5 chains or thereabouts north-east from Waindike Bridge and the boundary of the Parishes of Normanton and Whitwood, in the Districts of the Urban Councils of Normanton and Whitwood respectively, to a point 3 chains or thereabouts further north-east.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, 4 chains or thereabouts from the north-east corner of Common-row, to a point 3 chains or thereabouts further north-east.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, 1 chain or thereabouts north-east, to the junction of Wood-lane and Castleford-road (Whitwood Common-lane), to a point 3 chains or thereabouts further north-east.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, 6 chains or thereabouts north-east of Willow Bridge to a point 3 chains or thereabouts further north-east along Willow Bridge-lane.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, at the point forming the junction of Leeds-road, Pontefract-road, and Normanton-road, and described on the ordnance sheet as Four Lane Ends, to a point 3 chains or thereabouts further north-east along the road leading to Castleford.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, 13 chains or thereabouts north-east from the centre of the Bridge crossing the Lancashire and Yorkshire Railway, to a point 3 chains or thereabouts further north-east.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, 70 feet or thereabouts south of the south-west corner of All Saints' Church to the end of this tramway.

## Tramway No. 4.

Commencing in the Parish of Castleford and in the District of the Urban Council of Castleford, at the junction of Tramways Nos. 3 and 5 thence in a southerly direction along Ackton-road to a point 20 feet or thereabouts east of the pathway leading to Cutsyke Station. Tramway No. 4 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From the commencement of this line to a point 3 chains or thereabouts south along Ackton-road.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, 70 feet or thereabouts east of the south corner of the Lancashire and Yorkshire Hotel, to a point 3 chains or thereabouts further south along the Ackton-road.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, 8 chains or thereabouts north of Cutsyke Bridge, to a point 6 chains or thereabouts further south along Ackton-road.

## Tramway No. 5.

Commencing in the Parish of Castleford and in the District of the Urban Council of Castleford, at the junction of Tramways Nos. 3 and 4, thence in an easterly direction along Oxford-street to the junction of Beacroft-road and Oxford-street, thence in a northerly direction to the west end of Cambridge-street, thence along Cambridge-street in an easterly direction, thence in a northerly direction through the subway along Station-road to a point forming the junction of Carlton-street and Bank-street. Tramway No. 5 will be laid as a double line throughout, excepting between the following points, where such Tramway will be laid as a single line.

From a point 1 chain from the west end of Cambridge-street to a point 3 chains from the end of this Tramway.

## Tramway No. 6.

Commencing in the Parish of Castleford and in the District of the Urban Council of Castleford, at the junction of Bank-street and Carlton-street, thence in a westerly and north-westerly direction to the junction of Carlton-street and Church-street, thence in a south-westerly direction along Albion-street to a point forming the junction of Leeds-road and Albion-street, thence in a north-westerly direction along Leeds-road to a point forming the junction of Leeds-road with Cinder-lane, thence in a westerly direction along Leeds-road to a point 60 feet from the junction of Leeds-road and School-street, forming the boundary between the Parishes of Whitwood and Castleford, in the Districts of the Urban Councils of Whitwood and Castleford respectively. This Tramway will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From the commencement of this line to the junction of Church-street, Carlton-street, and Albion-street.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, and the junction of Leeds-road with Albion-street, to a point 3 chains or thereabouts further north-west.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, 20 feet or thereabouts south of the south corner of the Eagle Hotel, in a westerly direction to a point 3 chains or thereabouts further west.

## Tramway No. 7.

Commencing in the Parish of Whitwood, in the District of the Urban Council of Whitwood, at the boundary of the Parishes of Whitwood and Castleford, in the Districts of the Urban Councils of Whitwood and Castleford respectively, thence in a westerly direction along Leeds-road (or Methley-road) to a point forming the junction of Leeds-road (or Methley-road) with Hunt-street. This Tramway will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point in the Parish of Whitwood, in the District of the Urban Council of Whitwood, a chain and a half or thereabouts west of the south-west corner of the Mission Church, and at a point 20 feet or thereabouts south therefrom to a point 6 chains or thereabouts further west.

## Tramway No. 8.

Commencing in the Parish of Castleford and in the District of the Urban Council of Castleford, at the junction of Tramways Nos. 5 and 6, thence in an easterly direction along Carlton-street to a point forming the junction of Carlton-street

with Bridge-street. Tramway No. 8 will be laid as a double line throughout.

## Tramway No. 9.

Commencing in the Parish of Castleford and in the District of the Urban Council of Castleford, at the junction of Tramways Nos. 5 and 6, thence in a northerly direction along Bank-street to a point forming the junction of Bank-street and Aire-street, thence in an easterly and south-easterly direction to a point forming a junction of Aire-street with Bridge-street. Tramway No. 9 will be laid as a double line throughout, except from the commencement of this Tramway to the junction of Bank-street with Aire-street, which Tramway will be laid as a single line.

## Tramway No. 10.

Commencing in the Parish of Castleford, in the District of the Urban Council of Castleford, at the junction of Bank-street with Aire-street, thence in a south-westerly direction along Church-street to a point forming the junction of Church-street with Carlton-street. Tramway No. 10 will be laid as a double line throughout.

## Tramway No. 11.

Commencing in the Parish of Castleford, in the District of the Urban Council of Castleford, at the junction of Aire-street and Bridge-street, thence in an easterly direction along Wheldale-lane to a point 300 feet or thereabouts to the west of the boundary between the Parishes of Castleford and Fryston, in the Districts of the Urban Council of Castleford and the Rural Council of Pontefract respectively. Tramway No. 11 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From the commencement of this Tramway to a point 3 chains or thereabouts further east.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, 1 chain or thereabouts east of the junction of Ryebread-lane with Wheldale-road, to a point 3 chains or thereabouts further east.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, 3 chains or thereabouts west of the junction of Wheldale-road and Smith-street, to a point 6 3 chains or thereabouts further east.

## Tramway No. 12.

Commencing in the Parish of Castleford, in the District of the Urban Council of Castleford, at the junction of Tramways Nos. 9 and 11, thence in a southerly direction along Bridge-street and Pontefract-road to the boundary between the Parishes of Castleford and Glass Houghton, in the Districts of the Urban Council of Castleford and the Rural Council of Pontefract respectively. Tramway No. 12 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, forming the junction of Aire-street and Bridge-street, in a south-easterly direction, to a point 4½ chains or thereabouts further south-east, forming the junction of Carlton-street and Bridge-street.

From a point in the Parish of Castleford, in the District of the Urban Council of Castleford, at a distance of 70 feet or thereabouts south-west of the north-west corner of Grandby House, in a south-easterly direction to a point 3 chains or thereabouts further south-east.

## Tramway No. 13.

Commencing in the Parish of Glass Houghton, in the District of the Rural Council of Pon-

trafract, at the boundary of the Parishes of Castleford and Glass Houghton, in the Districts of the Urban Council of Castleford and the Rural Council of Pontefract respectively, thence in a southerly direction along Pontefract-road to a point forming the junction of Pontefract-road and Leeds-road, thence in a south-easterly direction to a point at the junction of Pontefract-road and Holywell-lane, thence in a southerly direction to the boundary between the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, in the Parish of Pontefract Park, in the Borough of Pontefract. Tramway No. 13 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point in the Parish of Glass Houghton, in the District of the Rural Council of Pontefract,  $7\frac{1}{2}$  chains or thereabouts south-east of the boundary between the Parishes of Castleford and Glass Houghton, in the Districts of the Urban Council of Castleford and the Rural Council of Pontefract respectively, to a point 3 chains or thereabouts further south-east.

From a point in the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, at the junction of Churchfield-lane and Pontefract-road, in a south-easterly direction to a point 3 chains or thereabouts further south-east.

From a point in the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, 15 feet or thereabouts south of the south-west corner of the Malt Shovel Inn, in a westerly direction to a point 3 chains or thereabouts further west.

From a point in the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, 23 chains or thereabouts north-east of the boundary between the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, and the Parish of Pontefract Park, in the Borough of Pontefract, in a southerly direction to a point 3 chains or thereabouts further south.

From a point in the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, 3 chains or thereabouts north-east of the boundary between the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, and the Parish of Pontefract Park, in the Borough of Pontefract, in a southerly direction to a point 3 chains or thereabouts further south, being the end of this Tramway.

#### Tramway No. 14.

Commencing in the Parish of Pontefract Park, in the Borough of Pontefract, at the boundary of the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, and the Borough of Pontefract, thence in a southerly direction along Park-road and Front-street to a point forming the junction of Front-street and Halfpenny-lane, in the Parish of Tanshelf. Tramway No. 14 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point in the Borough of Pontefract, 19 chains or thereabouts south-east of the boundary between the Parish of Glass Houghton, in the District of the Rural Council of Pontefract, and the Borough of Pontefract, in a south-easterly direction to a point 3 chains or thereabouts further south-east.

From a point in the Borough of Pontefract, 11 chains or thereabouts from the south of the Lancashire and Yorkshire Railway Bridge, in a

south-easterly direction to a point 3 chains or thereabouts further south-east.

From a point in the Borough of Pontefract, 32 chains or thereabouts from the south of the Lancashire and Yorkshire Railway Bridge, in a south-easterly direction to a point 3 chains or thereabouts further south-east.

From a point in the Borough of Pontefract, 14 chains or thereabouts south-east from the junction of Park-road with road leading to the Prince of Wales Collieries, to a point 3 chains or thereabouts further south-east.

From a point in the Borough of Pontefract, 50 feet or thereabouts north-west of the south corner of Tanshelf Tannery, and 20 feet or thereabouts therefrom in a south-easterly direction, to a point 3 chains or thereabouts further south-east to the junction of Halfpenny-lane and Front-street, being the end of this Tramway.

#### Tramway No. 15.

Commencing in the Parish of Tanshelf, in the Borough of Pontefract, at a point forming the junction of Halfpenny-lane and Front-street, thence in a south-easterly direction, thence along Front-street (Tanshelf Hill), thence along the Cornmarket, thence along Beastfair to a point forming the junction of Beastfair and Ropergate. Tramway No. 15 will be laid as a double line throughout.

#### Tramway No. 16.

Commencing in the Borough of Pontefract, in the Market-place, at a point 20 feet or thereabouts west of the Town Hall, at the end of Tramway No. 19, thence in a northerly direction to a point forming the junction of the Woolmarket and Bridge-street thence in a north-easterly direction along Bridge-street to a point forming the junction of Finkle-street and Bridge-street, thence in a northerly direction along Finkle-street, thence along Northgate in a north-easterly direction to a point forming the junction of Northgate and North Baileygate, thence in a northerly direction along North Baileygate to a point forming the junction of Station-road and North Baileygate. This Tramway will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From the commencement of this Tramway to the junction of Bridge-street and Finkle-street.

From a point in the Borough of Pontefract, at the junction of Trinity-street and Northgate, to a point 3 chains or thereabouts further north-east.

From a point in the Borough of Pontefract, at the junction of North Baileygate and Northgate, to a point 3 chains or thereabouts further north-east.

From a point in the Borough of Pontefract, 6 chains or thereabouts from the termination of this Tramway, to the end thereof.

#### Tramway No. 17.

Commencing in the Borough of Pontefract, at a point forming the junction of Beastfair, Ropergate, and Market-place, thence in a south-westerly direction along Ropergate, to the junction of Newgate and Ropergate. This Tramway will be laid as a double line throughout.

#### Tramway No. 18.

Commencing in the Borough of Pontefract, at the point forming the junction of Ropergate and Newgate, thence in a southerly direction to the junction of Southgate, thence in a south-westerly direction along Wakefield-road to a point forming the boundary between the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, and the Parish of Tanshelf, in the Borough of Pontefract. Tramway



No. 18 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point in the Borough of Pontefract, at the junction of Banks-avenue and Wakefield-road, in a south-westerly direction to a point 3 chains or thereabouts further south-west.

From a point in the Borough of Pontefract, 150 feet or thereabouts from the west corner of Cleave's-buildings, in a south-westerly direction to a point 3 chains or thereabouts further south-west.

From a point in the Borough of Pontefract, 15 feet or thereabouts north-west of the west corner of farm buildings to Fairleigh House, in a south-westerly direction to a point 3 chains or thereabouts further south-west.

From a point in the Borough of Pontefract, 3 chains or thereabouts north-east of the boundary of the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, and the Parish of Tanshelf, in the Borough of Pontefract, in a south-westerly direction to a point 3 chains or thereabouts further south-west, being the end of this Tramway.

#### Tramway No. 19.

Commencing in the Borough of Pontefract, from the junction of Ropergate with Beastfair and Market-place, thence in a north-easterly direction along Market-place to a point 20 feet or thereabouts west of the Town Hall. Tramway No. 19 will be laid as a double line throughout.

#### Tramway No. 20.

Commencing in the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, at the boundary between the Parish of Purston Jaglin in the District of the Urban Council of Featherstone and the Parish of Tanshelf, in the Borough of Pontefract, thence in a south-westerly direction along Pontefract-road, thence in a westerly direction along Pontefract-road, to a point forming the junction of Pontefract-road, Wakefield-road, and Station-lane, thence in a northerly direction along Station-lane to a point 50 feet or thereabouts south of Featherstone Station. Tramway No. 20 will be laid as a single line throughout, excepting between the following points, where such Tramway will be laid as a double line.

From a point in the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, 19 chains or thereabouts south-west of the boundary between the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, and the Parish of Tanshelf, in the Borough of Pontefract, to a point 3 chains or thereabouts further south-west.

From a point in the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, 4 chains or thereabouts south-west of the junction of Houndhill-lane with Pontefract-road, to a point 3 chains or thereabouts further south-west.

From a point in the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, 9 chains or thereabouts south-west of the entrance to Leatham's Lodge, to a point 3 chains or thereabouts further south-west.

From a point in the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, 8 chains or thereabouts west of the junction of Ackworth-road with Pontefract-road, to a point 3 chains or thereabouts further west.

From a point in the Parish of Purston Jaglin, in the District of the Urban Council of Featherstone, 3 chains or thereabouts east of the junction of Station-lane with Wakefield and Pontefract-road, in a westerly direction to a point 3

chains or thereabouts further west, being the junction of Station-lane with Pontefract-road and Wakefield-road.

From a point in the Parish of Featherstone, in the District of the Urban Council of Featherstone, 6 chains or thereabouts south of the south-east corner of Featherstone Station, to a point 6 chains or thereabouts in a northerly direction.

#### In the following instances—

the said Tramways will be laid along the several street and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the streets roads, or highways, hereinafter mentioned, and the nearest rail of the Tramway (that is to say):

#### Tramway No. 1.

From the commencement of this Tramway to the end, on both sides of the roadway.

#### Tramway No. 3.

From a point 1 chain or thereabouts north-east of the junction of Wood-lane and Castleford-road, and on both sides of the road, to a point 3 chains or thereabouts in a north-easterly direction.

From a point 6 chains or thereabouts north-east of Willow Bridge, and on both sides of the road, to a point 3 chains or thereabouts in a north-easterly direction.

From a point 11½ chains or thereabouts, north-east of Willow Bridge, on both sides of the road, to a point 3 chains or thereabouts in a north-easterly direction.

From a point forming the junction of Leeds-road and Pontefract-road, and named on the Ordnance Plan Four Lane Ends, on both sides of the road, to a point 3 chains or thereabouts in a north-easterly direction.

From a point 6½ chains or thereabouts north-east of the Four Lane Ends, and on both sides of the road, to a point 2½ chains in a north-easterly direction, this being the Bridge over the Lancashire and Yorkshire Railway.

From a point 13 chains or thereabouts north-east from the centre of the Bridge crossing the road, and on both sides of the road, to a point 3 chains or thereabouts in an easterly direction.

From a point 17 chains or thereabouts from the centre of the aforesaid Bridge on both sides of the road, to a point 1½ chains or thereabouts further east.

#### Tramway No. 4.

From a point 50 feet south of the commencement of this Tramway, on both sides of the road, to a point 3 chains or thereabouts in a southerly direction.

From a point 70 feet or thereabouts east of the south corner of the Lancashire and Yorkshire Hotel, on both sides of the road, to a point 3 chains or thereabouts further south.

#### Tramway No. 5.

From the commencement of this Tramway along Oxford-street to the junction of Oxford-street and Beancroft-road, on both sides.

From a point being the junction of Beancroft-road with Oxford-street in a northerly direction along Beancroft-road, on both sides of the road, to a point 1 chain or thereabouts east from the west end of Cambridge-street.

From a point 3 chains or thereabouts south of the junction of Carlton-street with Bank-street, on both sides of the road, to the end of this Tramway.

#### Tramway No. 6.

From the commencement of this Tramway on both sides of the road to a point forming the junction of Carlton-street with Church-street.

From a point being the junction of Leeds-road and Albion-street, on both sides of the road, to a point 3 chains or thereabouts further north-west.

Tramway No. 7.

From a point  $1\frac{1}{2}$  chains or thereabouts west of the south-west corner of the Mission Church (Methley-road), on both sides of the road, to the end of this Tramway.

Tramway No. 8.

From the commencement of this Tramway on the north and south sides of the road respectively to the end of this Tramway.

Tramway No. 9.

From a point forming the junction of Bank-street with Aire-street on both sides of the road to the end of this Tramway.

Tramway No. 10.

From the commencement of this Tramway on the north-west and south-east sides of the road to the end of this Tramway.

Tramway No. 11.

From the commencement of this Tramway on the north and south sides respectively, to a point 3 chains, or thereabouts, east.

From a point 1 chain, or thereabouts, east of the junction of Ryebread-lane with Wheldale-road, on both sides of the road, to a point 3 chains, or thereabouts, in an easterly direction.

From a point 3 chains, or thereabouts, west of the junction of Wheldale-road with Smith-street, on both sides of the road, to a point 6 chains, or thereabouts in an easterly direction.

Tramway No. 12.

From the commencement of this Tramway on the north-east and south-west sides of the road respectively, to the junction of Bridge-street and Carlton-street.

From the junction of Carlton-street with Bridge-street, on the east side, to the junction of Eastfield-road with Bridge-street.

From a point 70 feet, or thereabouts, south-west of the north-west corner of Grandby House, on both sides of the road, to a point 3 chains, or thereabouts, in a south-easterly direction.

Tramway No. 13.

From a point  $7\frac{1}{2}$  chains or thereabouts, south-east of the boundary of the Parishes of Castleford and Glass Houghton, on both sides of the road, to a point 3 chains, or thereabouts, further south-east.

From the junction of Back-lane with Pontefract-road, on the east and west sides of the road, to a point 1 chain, or thereabouts, in a southerly direction.

From the corner of the Malt Shovel Inn, on both sides of the road, to a point 3 chains, or thereabouts, in an easterly direction.

From a point 23 chains, or thereabouts, north-east of the boundary of the Parishes of Glass Houghton and Pontefract Park, on both sides of the road, to a point 3 chains, or thereabouts, further south.

From a point 3 chains north of the boundary of the Parishes of Glass Houghton and Pontefract Park, on both sides of the road, to a point 3 chains, or thereabouts, in a southerly direction.

Tramway No. 15.

From the commencement of this Tramway on the north and south sides to the point south of the east corner of Sessions House.

From a point 3 chains, or thereabouts, north-west from the junction of Ropergate with Market-place, on the north-east and south-west sides, to a point  $1\frac{1}{2}$  chains, or thereabouts, in a southerly direction.

Tramway No. 16.

From the junction of Cock Pit-lane with North-gate, on the west side of the road, to the end of this Tramway.

Tramway No. 17.

From the commencement of this Tramway on the south-west and north-east sides to the junction of Newgate and Ropergate.

Tramway No. 18.

From the north corner of Priory house, on both sides of the road, to a point 2 chains in a westerly direction.

From a point at the junction of Banks' Avenue with Wakefield-road, on the south side of the road, to a point 3 chains or thereabouts in a westerly direction.

From a point 15 feet or thereabouts north-west of the west corner of the Farm buildings to Fairleigh House, on both sides of the road, to a point 3 chains or thereabouts in a south-westerly direction.

Tramway No. 20.

From a point 4 chains or thereabouts south-west of the boundary between the parishes of Purston Jaglin and Tanshelf, on the south-east side, to a point 4 chains or thereabouts in a south-westerly direction.

From a point 2 chains or thereabouts south-west of the road leading to Monk Royd Farm, to a point 2 chains or thereabouts further south-west, on the south-east side of the road.

From a point 4 chains or thereabouts south-west of the junction of Houndhill-lane with Pontefract-road, on the south-east side, to a point 3 chains or thereabouts further south-west.

From a point 6 chains or thereabouts south of the south-east corner of Featherstone Station, on the east side, to the end of this tramway.

2. All the before-mentioned Tramways (hereinafter called "the Tramways") will be made from, through, or into the following Parishes, Townlands, Townships, Boroughs, and extra parochial places, or some or one of them, that is to say:—The Parish of Glass Houghton, in the District of the Rural Council of Pontefract; the Parish of Castleford, in the District of the Urban Council of Castleford; the Parishes of Whitwood and Whitwood Mere, in the District of the Urban Council of Whitwood; the Parish of Normanton, in the District of the Urban Council of Normanton; the Parishes of Featherstone and Purston Jaglin, in the District of the Urban Council of Featherstone; the Parishes of Pontefract, Pontefract Park, Tanshelf, and Monkhill, in the Borough of Pontefract.

3. The Tramways will be constructed on a gauge of 3 feet 6 inches, or such other gauge as the Board of Trade may authorise, and it is not intended to run thereon carriages or trucks adapted for use upon railways, and the power intended to be used for moving the carriages or trucks upon the Tramways will be Electrical power on the Overhead Trolley system, or otherwise, or any other mechanical power.

4. To empower the Promoters from time to time to purchase by agreement, enter upon, take hold, or use such lands as they may require for the purposes of the undertaking, and to sell, lease, or otherwise dispose of the same.

5. To empower the Promoters to construct so as to be worked and to work and use the Tramways by means of Electrical power on the Overhead Trolley system or otherwise, or other mechanical power—either in addition to or substitution for animal power, and for these purposes or any purpose ancillary thereto, to confer upon the Promoters the following powers:—

To place and maintain on any streets, roads, or places in which any of the Tramways shall be laid, such posts and overhead electric wires as may be necessary and proper for working all such Tramways by electrical

power by the overhead trolley system or otherwise.

To construct, lay down, place, erect, maintain, renew, alter, and repair all such engines, cables, electric mains, wires, posts, overhead and underground wires, plates, tubes, grooves, rails, bonds, batteries, dynamos, accumulators, apparatus, machinery works, and appliances, and execute all such works as may be requisite or necessary for the purposes aforesaid.

To open and break up and temporarily alter, stop up, and remove the surface and subsoil of, or otherwise interfere with any such street, road, or place.

To alter or remove temporarily or permanently any sewers, drains, water or gas pipes, tubes, wires, telephonic and telegraphic apparatus therein or thereunder.

To erect, provide, and use on any lands acquired under the intended order, generating stations, with all dynamos, engines, boilers, machinery, apparatus, and things necessary or proper for the working of the Tramways.

6. To confer upon the Promoters all such other rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Order.

7. To empower the Promoters, from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon, such Tramways, crossings, passing places, sidings, junctions, deviations, turn outs, and other works in addition to those particularly specified in this Notice, or defined upon the plans, as may be necessary or convenient to the efficient working of the Tramways or any of them, or for providing access to any lands, stables, carriage sheds, or premises intended to be used in connection with such Tramways.

8. To enable the Promoters when, by reason of the execution of any work affecting the surface or subsoil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of the existing or proposed Tramways, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and to maintain so long as occasion may require, a temporary Tramway or temporary Tramways, in lieu of any Tramway or part of a Tramway so removed or discontinued.

9. To make provision as to the application of road materials excavated in the construction of the Tramways, and to empower the Promoters to appropriate and use the same.

10. To define the width of the carriages to be used on the Tramways.

11. To enable the Promoters to levy, demand, take, and recover tolls, rates, and charges for the use of the Tramways, and for the conveyance of passengers and the carriage of goods, animals, minerals, merchandise, and other traffic thereon by day or by night, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

12. To make provisions as to bye-laws to be made by the Board of Trade and by Local Authorities.

13. To empower the Promoters to borrow on Mortgage of the Tramways.

14. To provide that all or any of the Tramways may be worked on Sundays.

15. To empower the Promoters and any Local or Road Authority, Company, or person from time to time to enter into and to carry into effect contracts or agreements with regard to all or any of the purposes of the intended order, and

as to the laying down, renewing, preparing, working, and maintaining the Tramways or any of them, or for effecting the junction of any such Tramways with any other Tramways, or for the supply by or to any Local Authority, Company, Firm, or person of Electrical power for the said intended order or otherwise.

16. To empower the Promoters to combine with any Local Authority or any Company working Tramways in any adjoining district in the working of the Tramways, and to grant running powers over the Tramways of the Promoters, and to run Tramcars belonging to the Promoters over the Tramways of any such Local Authority or Company, and to demand and take tolls and to enter into Agreements with any such Local Authority or Company in respect thereof.

17. To empower the Promoters to sell and transfer, or otherwise dispose of to such Company or person as shall be approved by the Board of Trade the undertaking authorised by the intended order, notwithstanding that the Tramways or some of them may not have been open for Public Traffic for six months, or constructed or commenced, and to confirm and give effect to any Agreement made or to be made between the Promoters and such Company or person, as aforesaid, in respect thereof.

18. To amend, vary, and define the terms and conditions and period upon, and at which the Local Authority or Authorities may purchase the undertaking of the Promoters, and to vary and amend Section 43 of the Tramways Act, 1870, so far as the same applies to the Promoters' undertaking.

19. To incorporate in the Order the whole or some of the Provisions of the Tramways Act, 1870, and of the Lands Clauses Acts, and the Companies Clauses Acts, with such alteration or amendment thereof as may be deemed expedient, and to incorporate or to repeal or vary the provisions of the Locomotives Act, 1861, and the Locomotives Act, 1865, the Highways and Locomotives (Amendment) Act, 1878, and the Locomotives Act, 1898, and any Act or Order amending the said Acts or Orders, or any of them, so far as they respectively apply to or affect the Tramways or any carriages or engines to be used thereon, or which may affect in any wise such Tramways, engines, or carriages.

20. And the said intended Order will vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with the objects thereof, and will confer other rights and privileges.

21. And Notice is hereby given that duplicate Plans and Sections of the proposed Tramways and Works, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November, 1900, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office, at Wakefield; and on or before the same day a copy of the said Plans and Sections, together with a copy of this Notice, will be deposited for public inspection at the office of the Board of Trade, Whitehall, London; the Parliament Office, House of Lords; and the Private Bill Office of the House of Commons; and with the respective Clerks at their respective offices to the Borough of Pontefract, Municipal Offices, Pontefract; the Parish Council Offices, Glass Houghton; the Urban District Council Offices, Castleford; the Urban District Council Offices, Whitwood; the Urban District Council Offices, Normanton; the Urban District Council Offices, Featherstone; and the Rural District Council Offices (Union Workhouse) Pontefract; and on

or before the same day a copy of so much of the said Plans and Sections as relates to the parishes and extra parochial and other places from, through or into which the Tramways and Works are proposed to be made or pass, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Parish Clerks of such Parishes at their residences, or, in the case of any rural Parish to which a Parish Council has been elected, with the Clerk of such Council at his residence, or (if there be no Clerk) with the Chairman of such Council at his residence.

22. The draft of the proposed Provisional Order will be deposited at the offices of the Board of Trade, Whitehall-gardens, London, on or before the 23rd day of December next, and printed copies thereof when deposited, and of the Provisional Order when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each Copy) to all persons applying for them.

23. Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th of January, 1901, 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 objections, the Objectors, or their Agents, should state that a copy of the same has been sent to the Promoters or the undersigned Solicitors and Parliamentary Agents.

Dated this 14th day of November, 1900.

MUNNS and LONGDEN, 8, Old Jewry,  
London, E.C., Solicitors and Parliamentary Agents.

In Parliament.—Session 1901.

Hull, Barnsley and West Riding Junction  
Railway and Dock Company.

South Yorkshire Extension Lines.

(New Railways in West Riding of County of York; Compulsory Purchase of Lands; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Tolls, &c.; Running Powers over Railways of Wales and Laughton Light Railway Company; Additional Lands at Kingston-upon-Hull; Further Money Powers; Payment of Interest out of Capital, &c.; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the Hull, Barnsley and West Riding Junction Railway and Dock Company (in this Notice called the Company) for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

(1) To authorise the Company to make and maintain in the West Riding of the county of York, 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, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

(1) A railway (No. 1) commencing in the parish of Thurnscoe, in the rural district of

Doncaster, by a junction with Railway No. 1, authorised by the Hull and South Yorkshire Extension Railway Act, 1897 (the powers relating to which railway have been transferred to and are vested in the Company), and now in course of construction, at a point thereon 6 chains or thereabouts, measured in a northerly direction, from the centre of the culvert carrying that railway over Thurnscoe Dyke, and terminating in the parish or township of Dannaby or Denaby (hereinafter referred to as "the parish of Denaby") in the said rural district of Doncaster, in the field or enclosure numbered 154 on the 1-2500th Ordnance Map of that parish (1893 edition) at a point 22 yards or thereabouts, measured in a southerly direction from the north-east corner of the said field or enclosure. The intended railway (No. 1) will be made or pass from, in, through, or into the parishes of Thurnscoe, Barnbrough, Adwick-upon-Deerne, and Denaby in the rural district of Doncaster, the parish and urban district of Bolton-upon-Deerne, and the parish and urban district of Mexborough.

(2) A railway (No. 2) commencing in the parish of Denaby aforesaid by a junction with the intended railway (No. 1) at or near its termination as above described, and terminating in the parish and borough of Rotherham, at a point 24 yards or thereabouts, measured in a north-easterly direction from the north-east side of St. Ann's-road, and 22 yards or thereabouts measured in a south-easterly direction from the south-east side of York-road. The intended railway (No. 2) will be made or pass from, in, through, or into the parish of Denaby aforesaid, the parish of Hooton Roberts, and the parishes or townships of Thrybergh and Dalton near Rotherham, in the rural district of Rotherham, and the parish and borough of Rotherham.

(3) A railway (No. 3) commencing in the parish of Denaby aforesaid by a junction with the intended railway (No. 1), at or near its termination as above described, and terminating in the parish or township and urban district of Swinton, by a junction with the Midland Railway (Derby to Leeds) at a point 8.75 chains or thereabouts, measured in a northerly direction from the north end of the up platform of the Kilnhurst passenger station.

(4) A railway (No. 4) commencing in the parish of Denaby aforesaid by a junction with the intended Railway No. 3 above described in the field or enclosure numbered 165 on the 1-2500th Ordnance Map (1892 edition) of that parish, at a point 22 yards or thereabouts measured in a northerly direction from the southern boundary of the said field or enclosure, and 3 yards or thereabouts measured in an easterly direction from the eastern bank of the River Don, and terminating in the parish of Hooton Roberts, in the rural district of Rotherham, by a junction with the intended Railway No. 5 hereinafter described, in the field or enclosure numbered 55 on the 1-2500th Ordnance Map (1894 edition) of that parish, at a point 62 yards or thereabouts measured in a north-easterly direction from the south-west corner thereof, and 10 yards or thereabouts measured in a

south-easterly direction from the south-east side of Denaby-lane.

- (5) A railway (No. 5) commencing in the parish of Denaby aforesaid, by a junction with the intended Railway No. 1, above described in the field or enclosure numbered 119 on the 1-2500th Ordnance Map of that parish (1893 edition) at a point 37 yards or thereabouts measured in a north-westerly direction from the south-east boundary thereof, and 97 yards or thereabouts measured in a south-westerly direction from the north-east boundary thereof, and terminating in the parish or township of Maltby, in the rural district of Rotherham, in the field or enclosure numbered 348 on the 1-2500th Ordnance Map (1892 edition) of that parish or township, at a point 2 yards or thereabouts, measured in a southerly direction from the northern boundary thereof, and 30 yards or thereabouts measured in an easterly direction from the north-west corner thereof. The intended railway (No. 5) will be made or pass from, in, through, or into the parishes of Denaby aforesaid, and Conisbrough and the parish or township of Braithwell, in the rural district of Doncaster, and the parishes or townships of Hooton Roberts, Bramley, and Maltby, in the rural district of Rotherham.
- (6) A railway (No. 6) commencing in the parish or township of Maltby aforesaid by a junction with the intended railway (No. 5) at or near its termination as above described, passing through the parish or township of Bramley aforesaid, and terminating in the parish or township of Laughton en le Morthen, both in the rural district of Rotherham, in the field or enclosure numbered 6 on the 1-2500th Ordnance Map (1892 edition) of the last-mentioned parish or township at a point 5 yards or thereabouts measured in a southerly direction from the north side thereof and 40 yards or thereabouts measured in a westerly direction from the north-east corner thereof.
- (6a) A railway (No. 6a) commencing in the parish or township of Laughton en le Morthen aforesaid, by a junction with the intended railway (No. 6) at or near its termination as above described, and terminating in the parish or township of Dinnington, in the rural district of Kiveton Park, at a point about 165 yards north-eastward from the north-eastern side of Dinnington-lane and about 142 yards north-westward from the north-west side of Monk Bridge-road. The intended railway No. 6a will there form a junction with the proposed Wales and Laughton Light Railways.
- (6b) A railway (No. 6b) commencing in the parish or township of Laughton en le Morthen aforesaid by a junction with the intended railway (No. 6) at or near its termination as above described, and terminating in the parish or township of Dinnington aforesaid in the field or enclosure numbered 27 on the 1-2500th Ordnance Map (1892 edition) of that parish or township, at a point about 30 yards, measured in an easterly direction, from the west corner of the said field or enclosure.
- (7) A railway (No. 7) wholly in the parish or township of Maltby aforesaid, commencing by a junction with the intended

railway (No. 5) at or near its termination as above described, and terminating in a field or enclosure numbered 321 on the 1-2500th Ordnance Map (1892 edition) of the said parish or township at a point 127 yards or thereabouts measured in a westerly direction from the eastern boundary of the said field or enclosure, and 11 yards or thereabouts, measured in a northerly direction, from the north side of the main road leading from Rotherham to Bawtry.

- (8) A railway (No. 8) wholly in the parish or township of Thrybergh, in the rural district of Rotherham, commencing by a junction with the intended railway (No. 2) above described in the field or enclosure numbered 102 on the 1-2500th Ordnance Map (1893 edition) of that parish or township, at a point 268 yards measured in a north-easterly direction from the southernmost corner thereof, and 34 yards or thereabouts measured in a north-westerly direction from the south-east boundary thereof, and terminating by a junction with the Roundwood and Dalton Colliery Railway now in course of construction at a point 6 yards or thereabouts measured in an easterly direction from the east end of the bridge carrying the said colliery railway over the River Don.
- (8a) A railway (No. 8a) wholly in the parish or township of Thrybergh aforesaid, commencing by a junction with the intended Railway No. 8 above described in the field or enclosure numbered 99 on the 1-2500th Ordnance Map (1893 edition) of that parish, at a point 25 yards or thereabouts, measured in a south-westerly direction from the north-eastern boundary of the said field or enclosure, and 78 yards or thereabouts measured in a westerly direction from the north-east corner thereof, and terminating by a junction with the said Roundwood and Dalton Colliery Railway at a point measured in an easterly direction 15.50 chains or thereabouts from the east end of the bridge carrying the said colliery railway over the River Don.
- (9) A railway (No. 9) commencing in the parish and borough of Rotherham by a junction with the intended Railway No. 2, above described, in the field or enclosure numbered 38 on the 1-2500th Ordnance Map (1892 edition) of that parish at a point 40 yards or thereabouts measured in an easterly direction from the western boundary thereof, and 105 yards or thereabouts measured in a northerly direction from the north side of Fitzwilliam-road, and terminating in the parish and urban district of Rawmarsh by a junction with the River-road siding of the Aldwarke Main Colliery, at a point on the said siding on the south-east side of the Great Central Railway, in line with the boundary fence of the said railway.
- (2) To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned 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.
- (3) To empower the Company to cross, open

or break up, divert, alter or stop up, whether temporarily or permanently, all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water and other pipes, telegraphic and telephonic 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 or stop up for the purposes of the intended works, or any of them, or of the Bill.

(4) To authorise the Company to purchase and take by compulsion or agreement lands, houses, tenements and hereditaments for the purposes of the intended railways and other works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

(5) To authorise the purchase of so much only of any house, building, manufactory or property as may be required for the purposes of the intended works or of the Bill, notwithstanding anything contained in the 92nd Section of the Lands Clauses Consolidation Act, 1845.

(6) To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and the railways over which running powers will be sought as hereinafter mentioned, 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.

(7) To empower the Company, 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 waggons, 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 railways of the Wales and Loughton Light Railway Company south of the point at which the proposed Railway 6a will terminate by a junction therewith. Together with all stations, 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.

(8) To empower the Company to purchase and acquire and to hold for the general purposes of their undertaking, or for such purposes as may be specified in that behalf in the Bill, certain lands in the parish of Sculcoates, in the city and county of Kingston-upon-Hull, in the East Riding of the county of York, and situate on the west side of Ash-street, Hesse-road, and abutting or adjacent to land belonging to the Company, and certain lands in the said parish situate on the east side of the Neptune-street branch of the Company's railway between the Hesse-road and Haftemprice-street.

(9) To authorise the Company for all or any of the purposes of the intended Act, or other the purposes of the Company, to raise or borrow and appropriate any capital which they may have power to raise or borrow, and to raise further capital by the creation and issue of ordinary or preference shares or stock, or by debenture stock, or by mortgage, and notwithstanding anything contained in the Companies Clauses Act, 1845, to pay out of the capital to be raised under the Bill, or out of any other capital or funds of the Company from time to

time interest or dividends on any stocks or shares of the Company, and to attach any preference or priority of interest or dividend to any shares or stock which the Company may issue, and to raise by means of stock any capital which the Company are authorised to raise by means of shares, and to attach to any stock so created preference or priority of interest or dividend or other special privileges, and to create debenture stock in respect of any such capital.

(10) To alter, amend, extend, or repeal the provisions, or some of the provisions, of the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, and any other Act or Acts relating to the Company or their undertaking.

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

Plans and sections showing the line, situations, and levels of the railways and works proposed to be authorised by the Bill, and the lands and other property in or through which the same will be made or pass, and plans also of the other lands and property intended to be compulsorily taken under the powers of the Bill, together with a book of reference to such plans respectively, containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of such lands and other property together with, in the case of each deposit, 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 West Riding of the County of York at his office at Wakefield, and with the Clerk of the Peace of the East Riding of the county of York at his office at Beverley, and with the Clerk of the Peace of the city and county of Kingston-upon-Hull, at his office at Kingston-upon-Hull, and on or before the same day, copies of so much of the said plans, sections, and book of reference as relate to each of the areas, hereinafter mentioned in or through which the intended works proposed to be authorised by the Bill will be made, or in which any lands or other property intended to be taken compulsorily are situate, together with a copy of this notice, will be deposited for public inspection as follows (that is to say):—

As relates to any county, borough, or other borough, with the town clerk of such borough at his office. As relates to any urban district not being a borough, with the clerk of the district council of such district at his office. As relates to any parish having a parish council, with the clerk of the parish council at his residence, or if there be no clerk, with the chairman of that council at his residence. And as relates to any parish comprised in a rural district, and not having a parish council, with the clerk of the district council of such rural district at his office.

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 19th day of November, 1900.

J. S. MOSS-BLUNDELL, Hull, Solicitor for the Bill.

REES and FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.



In Parliament—Session 1901.

King's Norton and Northfield Urban District Tramways.

(Construction of Tramways; Gauge; Motive power; Lease or Sale of Tramways; Running Powers and Working Agreements Crossings and passing places; Working of Tramways by Council; Tolls, rates, and charges; Purchase of Lands; Lease and Sale of Lands; Borrowing of Money; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Urban District Council of King's Norton and Northfield, in the county of Worcester (hereinafter called "the Council"), for an Act for some of the following, amongst other purposes (that is to say):—

To authorize the Council to construct and maintain in the urban district of King's Norton and Northfield, in the county of Worcester, and in the county and city of Birmingham, in the county of Warwick, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turn-outs, crossings, passing places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively, and where, in the following description, any distance is given from a particular street, the distance is to be taken as measured from a point at which the centre line of such street intersects or would if continued intersect the centre line of the street in which the tramway is intended to be laid.

The tramways proposed to be authorised are the following:—

Tramway No. 1, wholly in the parish of Northfield, commencing in Bristol-road, Selly Oak, at a point 1 chain, or thereabouts, north-east of Chapel-lane, by a junction with Tramway No. 26, authorised to be constructed by the City of Birmingham Tramways Company, Limited, under the City of Birmingham Tramways Act, 1897, passing thence in a south-westerly direction along Bristol-road, and terminating in such road at a point opposite Weoley Park-road.

Tramway No. 2, wholly in the parish of Northfield, commencing in Bristol-road, opposite Weoley Park-road, at the termination of Tramway No. 1, passing thence in a south-westerly direction along Bristol-road, and terminating in Bristol-road, Northfield, at a point 3 chains, or thereabouts, south of Cock-lane.

Tramway No. 3, wholly in the parish of Northfield, commencing at a point where the boundary of the county and city of Birmingham intersects the centre line of Pershore-road, and passing thence in a south-easterly direction, and terminating in Pershore-road, Ten Acres, at a point opposite Dogpool-lane.

Tramway No. 3a, wholly in the parish of Edgbaston, in the county and city of Birmingham, commencing in Bristol-road, by a junction with the existing tramway belonging to or leased by the City of Birmingham Tramways Company, Limited, in such road, 1 chain, or thereabouts, north-east of Pebble Mill-road, passing thence along such road and Pershore-road, and terminating at the commencement of Tramway No. 3.

Tramway No. 4, partly in the parish of

Northfield and partly in the parish of King's Norton, commencing in Pershore-road by a junction with Tramway No. 3 at a point opposite Dogpool-lane, passing thence in a southerly direction through; Ten Acres, Stirchley, and Cotteridge, and terminating in Pershore-road, King's Norton, at a point opposite Middleton Hall-road.

Tramway No. 4A, wholly in the parish of King's Norton, commencing in Pershore-road, by a junction with Tramway No. 4, at a point 1 chain, or thereabouts, north of Hazelwell-street (north end), passing thence in a southerly direction along Hazelwell-street, and terminating in Pershore-road by a junction with Tramway No. 4, at a point 1 chain, or thereabouts, south of Hazelwell-street (south end).

Tramway No. 5, partly in the parish of King's Norton, and partly in the parish of Northfield, commencing in Pershore-road, King's Norton, by a junction with Tramway No. 4, at a point 1 chain, or thereabouts, north of Middleton Hall-road, passing thence along Middleton Hall-road, Bunbury-lane, and Church-road, and terminating in Bristol-road, Northfield, by a junction with Tramway No. 2, at a point 1 chain, or thereabouts, north-east of Church-road.

Tramway No. 6, wholly within the parish of Northfield, commencing in Bristol-road, Bournbrook, by a junction with Tramway No. 26, authorised to be constructed by the City of Birmingham Tramways Company, Limited, under the City of Birmingham Tramways Act, 1897, at a point 1 chain, or thereabouts, north-east of Tiverton-road, passing thence along Tiverton-road, Raddle-barn-lane, and Warward's-lane, and terminating in Pershore-road by a junction with Tramway No. 4, at a point 1 chain, or thereabouts, south-west of Warward's-lane.

Tramway No. 6A, wholly in the parish of Northfield, commencing by a junction with Tramway No. 26, authorised to be constructed by the City of Birmingham Tramways Company, Limited, under the City of Birmingham Tramways Act, 1897, at a point 1 chain, or thereabouts, west of Tiverton-road, and terminating in Tiverton-road by a junction with Tramway No. 6, at a point 1 chain, or thereabouts, south of Bristol-road.

Tramway No. 7, partly in the parish of Northfield, and partly in the parish of King's Norton, commencing in Warward's-lane by a junction with Tramway No. 6, at a point 1 chain, or thereabouts, north-west of School-road, passing thence along School-road, Dogpool-lane, Moor Green-lane, Dad's-lane, Avenue-road, and Station-road, and terminating in Alcester-road, King's Heath, by a junction with the existing tramway in such road, belonging to the City of Birmingham Tramways Company, Limited, at a point 1 chain, or thereabouts, north of Station-road.

Tramway No. 7A, wholly in the parish of Northfield, commencing in School-road by a junction with Tramway No. 7, at a point 1 chain, or thereabouts, south-west of Pershore-road, and terminating in Pershore-road by a junction with Tramway No. 3, at a point 1 chain, or thereabouts, north of School-road.

Tramway No. 7B, wholly in the parish of Northfield, commencing in Pershore-road by a junction with Tramway No. 3, at a point 1.30 chains, or thereabouts, north of Dogpool-lane, and terminating in Dogpool-lane by a junction with Tramway No. 7, at a point 1 chain, or thereabouts, north-east of Pershore-road.

Tramway No. 8, wholly in the parish of King's Norton, commencing in Pershore-road by a junction with Tramway No. 4 at a point 1 chain, or thereabouts, south of Fordhouse-lane, passing thence along Fordhouse-lane and Vicarage-road, and terminating in Alcester-road by a junction with Tramway No. 27, authorised to be constructed by the City of Birmingham Tramways Company, Limited, under the City of Birmingham Tramways Act, 1897, at a point 1 chain, or thereabouts, north of Vicarage-road.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads hereinafter mentioned and the nearest rail of the tramway:—

**Tramway No. 1—**

- (a) In Bristol-road, on both sides thereof, between points respectively 1 chain north-east of Chapel-lane and 1 chain north-east of Weoley Park-road.

**Tramway No. 2—**

- (a) In Bristol-road, on both sides thereof, between points respectively 20 chains and 23 chains south-west of Weoley Park-road.  
 (b) In Bristol-road, on both sides thereof, between points respectively 3.50 chains and 6.50 chains south-west of Griffin's Brook-lane.  
 (c) In Bristol-road, on both sides thereof, between points respectively 2 chains north-east and 1 chain south-west of Hole-lane.  
 (d) In Bristol-road, on both sides thereof, between points respectively 6 chains north-east of White Hill-lane and opposite Bell-lane.  
 (e) In Bristol-road, on both sides thereof, between points respectively 7 chains and 10 chains north-east of Cock-lane.  
 (f) In Bristol-road, on both sides thereof, between points respectively 1 chain and 3 chains south of Cock-lane.

**Tramway No. 3—**

- (a) In Pershore-road, on both sides thereof, between points respectively 2 chains and 5 chains south of Upland-road.  
 (b) In Pershore-road, on both sides thereof, between points respectively 1 chain and 4 chains north of Kensington-road.  
 (c) In Pershore-road, on both sides thereof, between points respectively 2.25 chains and 5.25 chains north of Kitchener-road.  
 (d) In Pershore-road, on both sides thereof, between points respectively 1.50 chains and 4.50 chains north of Dogpool-lane.

**Tramway No. 3A—**

- (a) Throughout its entire length on both sides thereof in and along Bristol-road, Pebble Mill-road, and Pershore-road.

**Tramway No. 4—**

- (a) In Pershore-road, on both sides thereof, between points respectively 1.10 chains south of Dogpool-lane and 3.80 chains south of Warward's-lane.  
 (b) In Pershore-road, on both sides thereof, between points respectively 5.60 chains

south-west of Hazelwell-street (north end) and 0.25 chain south of Hazelwell-street (south end).

- (c) In Pershore-road, on both sides thereof, between points respectively 2 chains north and 1 chain south of Elm Tree-road.  
 (d) In Pershore-road, on both sides thereof, between points respectively 0.50 chain and 3.50 chains south of Fordhouse lane.  
 (e) In Pershore-road, on both sides thereof, between points respectively 5.50 chains and 8.50 chains north-east of Francis-road.  
 (f) In Pershore-road, on both sides thereof, between points respectively 0.90 chain and 3.90 chains north-east of Cotteridge-road.  
 (g) In Pershore-road, on both sides thereof, between points respectively 0.75 chain and 3.75 chains north-east of Middleton Hall-road.

**Tramway No. 5—**

- (a) In Middleton Hall-road, on both sides thereof, between points respectively 2 chains west of Pershore-road and opposite Woodland Park-road.  
 (b) In Bunbury-lane, on both sides thereof, between points respectively opposite Woodland Park-road and 5 chains east of Hole-lane.  
 (c) In Bunbury-lane, on both sides thereof, between points respectively 0.30 chain east of Hole-lane and opposite Church-hill.  
 (d) In Church-road, on both sides thereof, between points respectively opposite Church-hill and 3.30 chains south-east of Maas-road.  
 (e) In Church-road, on both sides thereof, between points respectively 0.40 chain north-west of Maas-road and 0.50 chain south-east of Bristol-road.

**Tramway No. 6—**

- (a) In Tiverton-road, on both sides thereof, between points respectively 1 chain and 4 chains south-east of Exeter-road.  
 (b) In Tiverton-road, on both sides thereof, between points respectively 0.30 chain and 3.30 chains north-west of Raddle Barn-lane.  
 (c) In Warward's-lane, on the south-west side thereof, between points respectively 0.70 chain and 12.50 chains south-east of Raddle Barn-lane.  
 (d) In Warward's-lane, on the north-east side thereof, between points respectively 5.85 chains and 1.50 chains north-east of New-road.  
 (e) In Warward's-lane, on both sides thereof, between points respectively 1.50 chains north-east and 1.50 chains south-west of New-road.  
 (f) In Warward's-lane, on the north-east side thereof, between points respectively 1.50 chains south-west of New-road and opposite School-road.  
 (g) In Warward's-lane, on the north-east side thereof, between points respectively opposite School-road and 1.15 chains north of Pershore-road.

**Tramway No. 7—**

- (a) In School-road on both sides thereof, between points respectively 0.25 chain north-east of Warward's-lane, and 1.1 chains south-west of Pershore-road.  
 (b) In Dogpool-lane, on the north-west side thereof, between points respectively 1.30 chains and 10.20 chains north-east of Pershore-road.  
 (c) In Moor Green-lane, on both sides thereof,

between points respectively 0.35 chain and 3.35 chains south-west of Dads-lane.

- (d) In Dads-lane, on the north and north-east side, between points respectively 0.80 chain east of Moor Green-lane, and opposite the north-west end of the bridge carrying the Midland Railway over Avenue-road.
- (e) In Dads-lane, on the south side thereof, between points respectively 0.45 chain south-east and 1.55 chains west of Shutlock-lane.
- (f) In Avenue-road, on both sides thereof, between points respectively opposite the north-west end of the bridge carrying the Midland Railway over such road and 4 chains north-west of Station-road.
- (g) In Station-road, on both sides thereof, between points respectively 0.60 chain and 3.60 chains north-east of Avenue-road.
- (h) In Station-road, on both sides thereof, between points respectively 5 chains and 8 chains south-west of Alcester-road.

Tramway No. 8--

- (a) In Fordhouse-lane, on the south-east side thereof, between points respectively 1.2 chains north-east of Pershore-road, and at the centre of the bridge over the Midland Railway.
- (b) In Fordhouse-lane, on the north-west side thereof, between points respectively 6 chains and 9 chains east of the centre of the bridge over the River Rea.
- (c) In Fordhouse-lane, on the north-west side thereof, between points respectively at and 5 chains west of the centre of the bridge over the Midland Railway.
- (d) In Vicarage-road, on both sides thereof between points respectively at and 2.50 chains east of the centre of the bridge over the Midland Railway.
- (e) In Vicarage-road, on both sides thereof, at points respectively 1.50 chains and 4.50 chains south-west of Tenby-road.
- (f) In Vicarage-road, on the south-east side thereof; between points respectively 0.30 chain north-east of Tenby-road, and opposite Avenue-road.
- (g) In Vicarage-road, on the north-west side thereof, between points respectively 2.20 chains and 5.20 chains north-east of Grove-road.
- (h) In Vicarage-road, on both sides thereof, between points respectively opposite and 3 chains north-east of Avenue-road.

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

To authorise the Council for the purposes of the said Act, in or upon the lands hereinafter described, to construct, maintain and use a station or stations for generating electric power, with all necessary buildings, works, engines, dynamos, apparatus and machinery for that purpose.

The lands hereinbefore referred to are:—

Certain land belonging to the Council, situate at Lifford, in the parish of King's Norton, bounded on the north-west by the Bristol and Birmingham branch of the Midland Railway, on the east and south by the River Rea, and on the west by the Worcester and Birmingham Canal, and on the south-west by land belonging or reputed to belong to the executors of the late George Edward Capon.

To authorise the Council, the Corpora-

tion of Birmingham, the City of Birmingham Tramways Company, Limited, and any other local authority, company, or person owning or for the time being working any tramways or light railways for the time being connected or communicating directly or indirectly with the intended tramways, to enter into and carry into effect agreements with respect to the use, maintenance, management, repair, and working of any tramways or light railways belonging or in lease to them respectively, or on which they respectively have power to place or run carriages, and with respect to the placing or running of carriages on any such tramways or light railways, the supply of rolling stock, plant, machinery, and electrical energy, the conveyance and interchange of traffic thereon, and the payment collection, division, and apportionment of rents, tolls, rates, and charges arising from such tramways and traffic.

To empower the Council to make from time to time such crossings, passing-places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the intended tramways or any of them, or for affording access to the stables, carriage houses, sheds, and works of the Council or their lessees, or for effecting junctions with any other corporation, district council, company, or person.

To empower the Council, for all or any of the purposes of the Bill, to stop, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, electric lighting mains, or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

To empower the Council from time to time, when by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare, in which any tramway shall be laid, it is necessary or expedient so to do, alter, remove, or discontinue all or any of such tramways, and to make and lay down, temporarily or permanently, in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

To empower the Council to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines.

To empower the Council from time to time to take up and remove any of the tramways or any part thereof respectively, and to relay the same in such part of the streets or roads as the Council may think fit.

To provide for the repair by the Council, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any tramway may, for the time being, be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the intended tramways.

To provide that so much of Section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the said intended tramways.

To empower the Council to work the said intended tramways, and to place and run carriages thereon, and to demand and take tolls in respect of the use of such carriages.

To authorise the Council and their lessees or other the person or persons working the said

intended tramways to levy tolls, rates, and charges for the use thereof, by carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To empower the Council and their lessees from time to time to work the said intended tramways by animal power, and by any mechanical power (including in that expression steam, electric, and any other motive power not being animal power), and partly by one power and partly by another, and for that purpose to erect, place, make, and maintain works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity, or other power, and to lay down, erect, construct, maintain above, upon, and below the surface of the ground, and to attach to houses and buildings, mains, wires, pipes, conductors, cables, ropes, posts, brackets, boxes, apparatus, and things necessary or proper for the transmission of electricity or other power, and the working of the intended tramways, or any of them, by electricity or other power.

To authorise the Council, and any corporation, person, company, or body, from time to time, to enter into and fulfil contracts and agreements for, and in relation to the construction, working, lease, sale, and purchase of the whole or any part of the tramways, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Bill may define, and to confirm any such contracts and agreements which may have been, or which during the progress of the Bill may be entered into.

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

To authorise and empower the Corporation of the City of Birmingham to construct, maintain, and lease Tramway No. 3A, and to exercise in respect of the construction, maintenance, and lease of such tramway all or any of the powers they now possess in respect of their tramways within their said city, and all or any of the powers proposed to be by the Bill conferred upon the Council in respect of the construction, maintenance, and lease of such tramway.

To empower the Council to borrow money for all or any of the purposes of the Bill, to charge the moneys so raised or borrowed and the interest thereon on the district fund, and general district rate, and on the properties and revenues of the Council, and to empower the Council to apply any of their funds to any of the purposes of the Bill.

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

To incorporate, with or without amendment, or to render inapplicable, all or some of the provisions of the following public Acts:—The Public Health Acts; the Local Loans Act, 1875; the Lands Clauses Acts; the Tramways Act, 1870; the Light Railways Act, 1896, and all Acts amending those Acts respectively.

To alter, amend, extend, and, if need be, repeal the provisions of the following Acts:—The Birmingham Tramways Act, 1870; the

Birmingham Tramways Act, 1873; the Birmingham and Staffordshire Tramways Act, 1873; the Birmingham and Suburban Tramways Order, 1882; the Birmingham and Western Districts Tramways Order, 1882; the Birmingham and Western Districts Tramways Order, 1883; the Birmingham Central Tramways (Extension) Order, 1885; the Birmingham Central Tramways (Extension) Order, 1886; the Birmingham Central Tramways (Extension) Order, 1887, and the City of Birmingham Tramways Act, 1897.

Plans and sections of the intended works, 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 with the Clerk of the Peace for the county of Worcester, at his office at Worcester, with the Clerk of the Peace for the county of Warwick, at his office at Leamington, with the Town Clerk of the city of Birmingham, at his office at the Council House, Birmingham, and with the clerk to the King's Norton and Northfield Urban District Council, at his office at No. 10, Newhall-street, Birmingham.

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

Dated this 15th day of November, 1900.

EDWIN DOCKER, 10, Newhall-street, Birmingham, Solicitor.

BIRCHAM & Co., 46, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Cleveland and Durham County Electric Power. (Incorporation of Company; Power to Establish Generating Stations and Works and Supply Electricity &c. in County of Durham and North Riding of the County of York; Compulsory Purchase and User of Lands &c.; Breaking Up of Streets Roads &c.; Laying Down of Wires Pipes &c.; and Exercise of other Powers; Rates &c.; Provisions as to Supply Agreements with and Powers to Local Authorities Companies and Bodies; Incorporation and 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 all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter called "the Company") for the purpose of establishing and carrying on electric works and for generating producing and supplying electric energy or power and doing all things necessary for or ancillary to that purpose and generally for the purposes of the Bill.

To authorise the Company to enter upon take and use compulsorily or by agreement and to hold amongst other lands the lands hereinafter described or some of them or some part or parts thereof respectively and any estates rights or interests in or easements over or in connection with the same (that is to say):—

A.—(1) A piece of land being part of the property numbered on the Ordnance map (scale  $\frac{1}{25000}$  2nd edition 1897) 448 in the parish of Witton-le-Wear in the rural district of Auckland bounded on the north by the River Wear and on the west by the Darlington and Consett Branch of the North Eastern Railway Company and extending for a distance of 166 yards or thereabouts from

north to south and for a distance of 250 yards or thereabouts from east to west.

(2) Also a strip of land in the said parish and district 10 feet or thereabouts in width extending from the north-west corner of the said property numbered 448 on the said Ordnance map across the River Wear to the south-west corner of the property numbered 435 on the said map in the said parish and through that property and the properties numbered in the said parish 446 436 and 427 on the said map to the public road called Low-lane near Beechburn Bridge.

(3) Also a strip of land in the said parish and district 20 feet or thereabouts in width adjoining and on the east side of the aforesaid railway extending from the land firstly above described to and through the subway leading under the said railway into the street at Witton Park called Main-street.

**B.**—(1) A piece of land in the parish and rural district of Lanchester situate between the River Browney and the Lanchester Valley Branch of the North Eastern Railway Company being the property numbered on the Ordnance map (scale  $\frac{1}{25000}$  2nd edition 1896) 730 in the said parish and part of the property numbered thereon 723 in that parish.

(2) A strip of land in the last named parish and district 10 feet or thereabouts in width extending from the north-easternmost portion of the said property numbered 730 as aforesaid across the River Browney and the properties numbered 728 and 602 on the said map in the said parish to the public road leading from Witton Gilbert to Lanchester.

**C.**—The property in the parish and urban district of Consett numbered on the last-mentioned Ordnance map 138 in that parish.

**D.**—(1) The property in the parish of Hutton Henry in the rural district of Easington numbered on the Ordnance map (scale  $\frac{1}{25000}$  2nd edition 1897) 2 in that parish.

(2) A strip of land in the last-named parish and district 20 feet or thereabouts in width extending from the south-east corner of the said property numbered 2 as aforesaid across the property numbered on the said map 3 in the said parish to the public road numbered thereon 84 in that parish.

**E.**—(1) The property in the parish of Woodham in the rural district of Sedgfield numbered on the last-mentioned Ordnance map 396 in the parish of Woodham.

(2) A strip of land in the said parish of Woodham 20 feet or thereabouts in width extending from the south-west corner of the said property numbered 396 as aforesaid alongside the North Eastern Railway to the public road known as Ricknall-lane.

All the lands above described are situate in the county of Durham.

**F.**—(1) The properties in the parish and urban district of Brotton in the North Riding of the county of York numbered on the Ordnance map (scale  $\frac{1}{25000}$  1st edition 1894) 263 265 and 267 in that parish.

**G.**—(1) A piece of land in the parish of Billingham in the rural district of Stockton in the county of Durham being part of the properties numbered respectively in the said parish 333 and 345 on the Ordnance map (scale  $\frac{1}{25000}$  2nd edition 1899) and 314 on the Ordnance map (scale  $\frac{1}{25000}$  2nd edition 1898) bounded on the east by the eastern boundaries of those properties and measuring from 100 to 140 yards or thereabouts from

east to west and extending from the River Tees to the road numbered on the last mentioned Ordnance map 312 in the said parish of Billingham together with the foreshore of the said river down to low water mark of ordinary spring tides co-extensive with the said piece of land.

(2) A strip of land in the last named parish and district 10 feet or thereabouts in width extending from south-western portion of the lands last hereinbefore described in a westwardly and southerly direction along the bank of the River Tees to a point opposite the West Marsh Wharf in the borough of Middlesbrough.

And to empower the Company upon all or any of such lands and premises or any part thereof respectively to erect maintain work and use a station or stations for producing generating transforming transmitting conveying and distributing electric energy or power and any material product matter or thing arising or used in process of such generation or transformation with all necessary dynamoes batteries accumulators storage motors generators engines pipes pumps plant machinery works buildings appliances apparatus and conveniences for that purpose and to produce generate transform transmit convey store and distribute such energy power materials products matters and things and to supply and distribute the same to and within—

(1) The following unions and parts of unions and parishes in the county of Durham (that is to say):—

So much of the Easington Union as is comprised within the parishes of Cold Heseldon Haswell East Murton Easington with Thorpe Hawthorn Shotton Castle Eden Monk Heselden Kelloe Thornley Hutton Henry Sheraton with Hulam Nesbitt and Wingate the Sedgfield Union the Hartlepool Union the Stockton Union so much of the Darlington Union as is comprised within the county of Durham so much of the Teesdale Union as is comprised within the county of Durham and is not comprised within the parishes of Eggleston Middleton in Teesdale Newbiggin and Forest and Frith the Auckland Union so much of the Weardale Union as is comprised within the parishes of Wolsingham Park Moor Wolsingham and Towlaw the Lanchester Union so much of the Durham Union as is comprised within the parishes of Bearpark Broom Brandon and Byshottles Brancepeth Stockley Willington Tudhoe Shadforth Cassop-cum-Quarrington Coxhoe Hett and Sunderland Bridge.

(2) The following unions and parts of unions and parishes in the North Riding of the county of York (that is to say):—

The Middlesbrough Union the Guisborough Union except so much thereof as is comprised within the parishes of Comondale Danby Low Moor Lealholm Moor Danby and Glaisdale Westerdale and Danby High Moor. So much of the Stokesley Union as is comprised within the parishes of Nunthorpe Yarm Great Ayton Little Ayton Stokesley Newby Seamer Rudby Middleton-upon-Leven Skutterskelfe Hilton Sexhow Castle Leavington Kirkleavington Low Worsall Picton Crathorne High Worsall Hutton Rudby and East Rounton.

And to empower the Company within such limits to purchase erect maintain work and use sell let and dispose of lands buildings easements

dynamos engines batteries works machinery vessels plant stock electric energy or power and any materials products matters or things arising or used in the process of producing generating or transforming such energy or power and accumulators storage motors fittings lamps meters and apparatus and to exercise such powers and do such work and supply such materials as may be necessary or convenient for the production storage regulation transforming transmitting measurement distribution and supply of electric energy or of power or for providing and working material for that purpose or for fitting up and repairing such articles matters and things as aforesaid and to make charges therefor or otherwise carrying on the undertaking of the Company.

To authorise the Company to acquire compulsorily or by agreement easements or rights in and under the bed foreshore and channel of the River Tees in the said parish of Billingham and county of Durham and the parish of Linthorpe in the borough of Middlesbrough and North Riding of the county of York between the West Marsh Wharf aforesaid and western side of the River Tees opposite the same and in and under the existing roadways in the last-named parish and borough leading from the said wharf over the bridge crossing the Marsh Branch of the North Eastern Railway Company to the public road known as the North-road (including the said bridge) and to lay down and maintain under the bed foreshore and channel of the said river electric lines or cables and to open and break up the surface and soil of the said roadways and to exercise in regard thereto any of the powers hereinafter mentioned with regard to roads and the laying of wires pipes and other apparatus therein.

To empower the Company on the lands hereinbefore described and elsewhere within the unions and parts of unions and parishes hereinbefore mentioned or any part or parts thereof to lay down set up maintain renew or remove either above or underground pipes tubes wires casings troughs inspection boxes posts apparatus and other works matters and things including pipes for conveying water and any materials matters or things used in or resulting from their operations to or from their works and to open break-up and interfere with streets roads public places ways footpaths railways tramways rivers bridges culverts sewers drain pipes telegraphic or pneumatic tubes wires and apparatus and for those purposes or any of them to exercise within such limits the powers or some of the powers of the Gasworks Clauses Act 1847; and the Waterworks Clauses Act 1847 whether with or without modification or amendment.

To authorise the Company to take collect and recover rates rents and charges for the supply of electric energy or of power and the use of any machines lamps meters motors transformers fittings or apparatus connected therewith within the limits aforesaid and to provide for regulating the method of charging for electric energy or of power supplied therein and the dividends to be paid and the profits to be made by the Company.

To make special provision with respect to the obligations of the Company to afford a supply of electric energy and the terms and conditions on which such supply will be afforded and the exercise of all or any of the powers aforesaid affecting streets and roads and the control and regulation of the operations of the Company.

To authorise the Company and any local authority company body or person to enter into and carry into effect agreements with respect to

all or any of the following matters (that is to say):—

The supply by or to the Company to or by such local authority company body or person of electric energy or of power plant or fittings.

The prices to be charged for and the terms and conditions of such supply.

The execution of any works for the supply or use of electric energy or of power within the aforesaid limits or the exercise of any of the powers of the Company by such local authority company body or person or the exercise by the Company of any powers of such authority company body or person on their behalf.

And the supply by such local authority company body or person of water to the Company for condensing and other purposes of their undertaking.

And to confer all necessary powers upon any such local authority company body or person to enable them to carry out such agreement and to sanction and confirm any such agreement.

To incorporate with the Bill with or without modification the provisions of the Companies Clauses Consolidation Act 1845 and any Acts amending the same and the Lands Clauses Acts; and the Waterworks Clauses Act 1847 and to confer upon and extend and apply to the Company and to the proposed undertaking and works whether with or without exception or variation all or such of the provisions of the Electric Lighting Acts 1882 and 1888 and the Acts incorporated therewith and of the Schedule to the Electric Lighting (Clauses) Act 1899 as may be thought expedient or applicable and to restrict in their application to the Company all or any of the provisions of such Acts or to limit the area within which the same shall be applicable and specially but not exclusively to exempt the Company wholly or partly from or to apply to the Company in a modified form the provisions of the said Act of 1888 with respect to the purchase of the undertaking by the local authority and the provisions of the Schedule to the said Act of 1899 with respect to the Undertakers to security and accounts compulsory works supply price electric inspectors testing inspection revocation of powers and nuisance and the provisions of the said Act of 1882 and the said Schedule with respect to the breaking-up of railways or tramways and roads over bridges and to vary the provisions of the Lands Clauses Acts with respect to the subscription of capital prior to the exercise of compulsory powers.

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

And notice is hereby also given that plans showing the lands which may be taken or used compulsorily 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 on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York at his office at Northallerton in the said Riding and with the Clerk of the Peace for the county of Durham at his office at Durham and that on or before the said 30th day of November a copy of so much of the said plans and book of reference as relates to each of the undermentioned areas in which any lands which may be taken or used compulsorily are situate together with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows (that is to say):—

In the case of the county borough of Middles-



brought with the Town Clerk of that county borough at his office in the case of any other urban district with the clerk of the district council of that district at his office in the case of any parish not being within a borough or urban district as hereinbefore stated (a) if a parish council has been constituted for or including such parish with the clerk to such parish council at his office or if he has no office at his residence or if there is no such clerk with the chairman of such council at his residence and (b) if no parish council has been constituted for or including such parish with the clerk to the district council for the rural district in which such parish is included as hereinbefore stated.

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, 1900.

DEVONSHIRE and Co., 1, Frederick's-place, Old Jewry, E.C.	} Solicitors for the Bill.
LUCAS, HUTCHINSON and MEEK, Darlington.	
JACKSON and JACKSON, Middlesbrough.	

REES and FRERE, 5 Victoria-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1901.

#### Ware Urban Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Ware within their District; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets and Railways; the Laying Down and Erection of Electric Lines, Wires, Posts, and Apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts and other Provisions.)

**N**OTICE is hereby given, that the Urban District Council of the Urban District of Ware, in the county of Hertford (hereinafter called "the Council"), and whose address is at the Council Offices, Town-hall, Ware, aforesaid, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following, amongst other purposes (that is to say):—

1. To authorise the Council to generate and supply electricity for all public and private purposes, as defined by the Electric Lighting Acts, within the whole of the Urban District of Ware, in the county of Hertford, aforesaid (hereinafter referred to as "the area of supply.")
2. To enable the Council to purchase or acquire by agreement, or take on lease, and use lands and premises, or interests or easements in or over lands, and to appropriate and use for the purposes of the Order any other lands belonging to or held by them, and to construct and maintain upon such lands all necessary stations and works for the generation and supply of electricity, together with all buildings, engines, apparatus, works, and appliances necessary for the purposes aforesaid, and to empower the Council to sell or dispose of any lands not required for the purposes of the Undertaking.
3. To authorise the Council to break up the following streets and railways, viz. :—

(a) Streets:—Walton-road to the district boundary near Presdales Lodge. Warner-road eastwards from the junction with Middleton-road, Scotts-road from the district boundary to the junction with Warner-road, road over railway bridge and New River Bridge in Viaduct-road, Common Wharf, road to Great Eastern Railway Station from Viaduct-road, road over New River Bridge at Amwell End, Vicarage-road, Jeffries-road, Grasmere-road, Redan-road, Milton-road, Gladstone-road;

(b) Railways:—The level crossing of the Great Eastern Railway at Amwell End.

4. The names of the streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—

Amwell End, Ware Bridge, Bridge Foot-street, High-street, Baldock-street, New-road.

5. To prescribe and limit the price to be charged for the supply of electricity.

6. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

7. To incorporate with the Order such of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the Local Authority, and to apply such provisions to the Undertaking to be authorised by the Order, subject to such variations and exceptions as may be contained therein.

And notice is hereby given, that the draft of the Order will be deposited at the offices of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of One Shilling for each copy) at the Council offices, Ware, aforesaid, and at the offices of the under-mentioned Solicitor and Parliamentary Agents respectively.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited, on or before the 30th day of November, 1900, for public inspection at the offices of the Clerk of the Peace for the county of Hertford, at his office at Hertford, and at the Council offices, Ware, aforesaid.

And notice is hereby further given that every local or other authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the under-signed Solicitor or Parliamentary Agents.

Dated this 7th day of November, 1900.

G. H. GISBY, Solicitor, Ware.

BAKER, LEES, and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Shields Bridge.

(Incorporation of Company; Construction of Bridge over the River Tyne in the Counties of Durham and Northumberland; Provisions as to Supply of Electrical Energy and as to Tramways and Agreements with Corporations of South Shields and Tynemouth and Electric Lighting and Tramway Companies; Provisions as to Tolls, Rates and Charges and other Matters; Lease of Bridge and Tolls; Amendment and Incorporation of Acts and Orders.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to effect the purposes or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to make and maintain the bridge and works hereinafter described (that is to say):—

A bridge across the river Tyne and the banks and foreshore thereof, commencing in the parish and borough of South Shields in the county of Durham at the north-west end of Mile End-road, and terminating in the parishes of North Shields and Tynemouth in the borough of Tynemouth in the county of Northumberland at the south-east end of Howard-street; such bridge to be constructed and worked in part as a fixed bridge and in part as a transporter bridge with a moveable platform.

2. To empower the Company to work the said bridge by means of steam, gas or electricity, or such other mechanical power as they may think fit, and to erect, maintain, provide, work, and use all necessary machinery, plant and apparatus for that purpose, and in connection with the said bridge and the approaches thereto, or any of them, to make and maintain all necessary bridges, arches, towers, bascules, embankments, piers, anchorages, anchorage wires, cables, lifts, mooring posts, piles, jetties, platforms, groins, sluices, gates, fences, drains, stairs, toll-houses, engines, carriages, apparatus, machinery, appliances, works, and conveniences, and to lay down rails and other conveniences suitable or convenient for the passage and conveyance of tramcars and other vehicles across and over the said bridge.

3. To empower the Company to purchase or acquire, by compulsion or by agreement, and to hold and use, permanently and temporarily, lands, houses, and buildings and easements therein, in the parishes and places aforesaid for the purposes of the intended undertaking, and, in particular, to empower the Company to purchase or acquire as aforesaid the lands hereinafter described, or some part thereof, and to construct, erect, and maintain thereon a station for generating electrical energy, with all necessary or convenient engines, dynamos, machinery, generating plant, building works and apparatus (that is to say):—

Certain lands in the said parish of North Shields being the premises occupied by Messrs. Gray & Sons, steam wherry owners, and lying between and adjoining the River Tyne and Liddell-street and on the west side of and adjoining the Dock Quay.

4. To authorise the purchase and acquisition of a part only of, or of an easement in, over, or under 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 becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

5. To empower the Company to deviate in the

construction of the said bridge and works from the lines and levels thereof as shown upon the deposited plans and sections hereinafter mentioned, and to incorporate with the intended Act, with or without modification, such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads, and the temporary occupation of lands.

6. To authorise the crossing, stopping-up, altering, or diverting, whether temporarily or permanently, of all public and other roads, highways, railways, tramways, canals, rivers and streams, within, or adjoining to the before-mentioned parishes which it may be necessary to cross, stop up, alter or divert in executing the purposes of the intended Act.

7. To empower the Company to purchase, take and use, and the Corporations of South Shields and Tynemouth, or either of them, and any other company authorised to supply electrical energy for public or private purposes, to sell and supply to the Company electrical energy in bulk or otherwise for all or any of the purposes of the intended Act, either within or beyond the areas of supply of any such Corporation or Company, and, so far as may be necessary, to alter, amend, or extend the provisions of the South Shields Electric Lighting Order, 1891, and the Tynemouth Corporation Electric Lighting Order, 1891, and any other Act or Order relating to any such Corporation or Company, and to enable the Company for the purposes aforesaid, to construct, lay down, maintain, and use all proper and necessary electrical and other mains, wires, pipes, works, and apparatus.

8. To empower the Company on the one hand, and the Corporation of South Shields, the British Electric Traction Company, Limited, the Tynemouth and District Electric Traction Company, Limited, or any of them, and other the owners and lessees of tramways in the boroughs of South Shields and Tynemouth, on the other hand, to enter into and carry into effect agreements with respect to the formation of junctions between the rails on the said bridge and any such tramways as aforesaid, and the passage of tramcars and passengers and goods conveyed thereon across the said bridge, and the tolls, rates, or charges to be paid in respect thereof, and to confirm and give effect by provisions to be inserted in the intended Act to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

9. To empower the Company (a) to demand, take, and recover tolls for the use of the bridge and for the conveyance of passengers, animals, and goods, tramcars and other vehicles, and cycles, over and across the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges; (b) to regulate the use of the said bridge, the conduct of persons and traffic using the same, and to regulate or prohibit the anchoring of vessels under and near thereto; (c) to appoint and employ, remunerate and dismiss officers and servants, toll collectors, and other persons in connection with the said bridge; (d) to make and enforce byelaws with respect to all or any of the matters aforesaid, and to impose and recover penalties for the breach thereof.

10. To empower the Company to let or lease the said bridge, and the tolls, rates, and charges to be levied in respect thereof.

11. To vary or extinguish all rights and privileges connected with the lands, houses and buildings to be purchased or taken for the purposes of the intended Act, or which would in any manner interfere with the objects of the intended Act,

and to confer, vary, and extinguish other rights and privileges.

12. And notice is hereby also given that on or before the 30th day of November in the present year, plans and sections of the intended bridge and works, showing the lines and levels thereof and the lands to be taken 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 be deposited with the Clerk of the Peace for the county of Durham, at his office at Durham, and with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, and also with the Town Clerks of the boroughs of South Shields and Tynemouth, at their respective offices.

13. And 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 15th day of November, 1900.

MILWARD & Co., Mowbray-house, Norfolk-street, W.C.; and 41, Waterloo-street, Birmingham, Solicitors for the Bill.

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

In Parliament.—Session 1901.

Chester Gas.

(Acquisition of Lands and Construction and Maintenance of Gas and other Works; Provisions as to Supply of Gas; Recovery of Rates and Charges; Liabilities of Company and Consumers; Laying of Pipes in Private Lands; Supplying and Letting Meters and other Articles and Fittings and Exemption thereof from Distress; Holding Dealing with and Disposal of Lands and other Matters; Conversion and Consolidation of Stocks; Additional Capital and 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 Chester United Gas Company (hereinafter called "the Company") for an Act for the following purposes or some of them (that is to say):—

1. To empower the Company to purchase or acquire by compulsion or agreement and to hold for the purposes hereinafter mentioned and for the general purposes of the Company all or some of the lands thirdly hereinafter described and to authorise the Company on those lands and also on the lands firstly and secondly hereinafter described or upon some part or parts of such lands to maintain continue alter and improve the existing gasworks situate on such last-mentioned lands and to erect construct lay down provide maintain alter improve enlarge extend and renew or discontinue additional or other gasworks and works for the manufacture and storage of gas and for the manufacture conversion utilisation storage and distribution of materials used in or residual products resulting from such manufacture and to lay down maintain alter improve enlarge extend and renew all necessary retorts gas-holders receivers drains sewers mains pipes machinery and other works and apparatus and conveniences and do all such acts as they may think proper for making and storing gas and for supplying gas within their limits for the supply of gas and to make store and supply gas accordingly and manufacture sell provide supply and deal in lime coke chemicals tar pitch asphaltum sulphate of ammonia ammoniacal liquor and all other products or residuum of any materials employed in

or resulting from the manufacture of gas as they may from time to time think fit.

2. The lands hereinbefore referred to are situate in the parish and city and county borough of Chester and are:—

Firstly.—Certain lands containing 14,000 square yards or thereabouts now in the occupation of the Company and bounded on or towards the west by the River Dee on or towards the south and east by the Chester and Holyhead Railway of the London and North Western Railway Company and on or towards the north by lands in the occupation of the Company.

Secondly.—Certain lands containing 3,500 square yards or thereabouts now in the occupation of the Company and bounded on or towards the west by the River Dee on or towards the south by the lands firstly hereinbefore described on or towards the east in part by the said Chester and Holyhead Railway and in part by an occupation road leading from the Company's works to Paradise-row and on or towards the north in part by the lands thirdly hereinafter described and in other part by other lands belonging to the Corporation of the city and county borough of Chester and in other part by the said occupation road.

Thirdly.—Certain lands containing 11,432 square yards or thereabouts and bounded on or towards the west in part by the River Dee and in part by other lands belonging to the said Corporation on or towards the south in part by the lands secondly hereinbefore described and in part by lands and wharf belonging to the said Corporation and in part by the said occupation road on or towards the east in part by the said occupation road and in part by Kitchen-street and on or towards the north in part by a street called Urane Bank and in part by land belonging to Mrs. Jane Churton.

3. To authorise the Company to lay down in on or under lands of the Company or in on or under any street or place dedicated to public use and to maintain and renew mains pipes tubes wires and other apparatus for the purpose of carrying or conveying oil tar pitch asphaltum sulphate of ammonia ammoniacal liquor and all other products or residuum of any materials employed in or resulting from the manufacture of gas and for effecting telegraphic or telephonic communication between to or from the Company's works and offices.

4. To constitute the lands and works to be acquired held maintained constructed or made under the powers of the intended Act part of the undertaking of the Company and to extend and make applicable thereto with or without modification or variation all or some of the provisions of the Chester Gas Acts 1858 1870 and 1880 and any other Acts relating to the Company and to empower the Company to exercise in connection therewith all or some of the powers of the said Acts including the power to demand take and recover rates rents and charges for the sale and supply of gas and the purchase and provision and the sale and hire of stoves engines machines prepayment and other meters and fittings and other apparatus and fittings supplied or let by them and to confer vary or extinguish exemptions from the payment of such rates rents and charges and to confer other rights and privileges and to extend to all or any of the articles and apparatus aforesaid the exemption from distress conferred in respect of meters by Section 14 of the Gasworks Clauses Act 1847.

5. To empower the Company to sell, let on lease,

or retain and hold, or otherwise deal with or dispose of any lands or interest in or reversion to any lands for the time being belonging to them upon such terms and conditions as they may think fit, or as may be prescribed or authorised by the intended Act, and to exempt the Company in respect of such lands from all or some of the provisions of the Gasworks Clauses Act, 1871, and the Lands Clauses Acts, and to authorise the Company on any of such lands to erect and maintain and let houses, cottages, and buildings for the use of their employees, and to make and maintain railway sidings and conveniences, and to authorise agreements between the Company and any railway company with reference to such railway, sidings, and conveniences.

6. To make further provisions for securing the payment of rates rents and charges made by or owing to the Company and for the prepayment thereof in certain cases and to empower the Company to refuse to supply persons in debt to the Company and to require consumers to give notice in writing to the Company before connecting or disconnecting any gas meter or before quitting premises supplied with gas or discontinuing the consumption of gas and to limit the period within which claims may be made in respect of defective measurement of gas.

7. To make provision for prescribing and regulating the position in which consumers' meters and pipes and fittings connected therewith shall be placed and to empower the Company to inspect prescribe and regulate such pipes and fittings and to prohibit improper or insufficient pipes and fittings and to enforce the user of anti-fluctuators or other apparatus in connection with gas engines and to make provision for inspecting and testing the same.

8. To confer on the Company powers for and in relation to the laying down and maintaining mains pipes and apparatus in along across and under streets roads footways and places not dedicated to public use and against buildings.

9. To authorise and provide for the conversion and consolidation of the several classes of stock in the capital of the Company including any capital authorised by the intended Act into the like or other classes of stocks of such nominal amounts bearing such rates of interest and having attached thereto such preferences priorities privileges and rights as may be prescribed or provided for by the intended Act and in such manner and upon such terms and conditions as may be so provided and to authorise and provide for the creation and issue of new stocks for the purposes of such conversion and consolidation and for the surrender for cancellation of the certificates for existing stocks and for repealing altering or varying all or some of the rights of the holders of the existing stocks and for the acceptance by the holders of the existing stocks (including persons acting in a fiduciary capacity) of the new stocks to be issued under the provisions of the intended Act and to vary and define the qualifications of directors of the Company and to make such other provision as may be necessary or expedient for carrying out the provisions of the intended Act.

10. To empower the Company for the purposes aforesaid or any of them and for other the general purposes of their undertaking to raise further capital and to create and issue new shares and stock and debenture stock and to borrow further money and to attach to such new shares and stock such priorities rights privileges or advantages as may be found desirable or as the intended Act may authorise and to apply to all or any purposes of the

intended Act any capital or funds belonging to the Company.

11. 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 or extinguish other rights or privileges.

12. To alter amend extend or repeal all or some of the provisions of the before mentioned Acts and of any other Acts relating to the Company.

13. And notice is hereby given that on or before the 30th day of November instant plans of the lands proposed to be acquired compulsorily under the powers of the intended Act and a book of reference to such plans and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Chester at his office at Chester and with the Town Clerk of the city of Chester at his office at Chester.

14. And notice is hereby further 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 the 15th day of November 1900.

BROWN and DOBIE, Chester, Solicitors.

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

In Parliament.—Session 1901.

Cardiff Railway.

(Alteration of Levels of Portion of Railway No. 4, authorised by the Cardiff Railway Act, 1897; Acquisition of Lands; Tolls, Rates and Charges; Application of Existing or Authorised Capital to Proposed Works; Power to Trustees under the Will of the Second Marquess of Bute, and a Deed of Trust of the Third Marquess of Bute to Take and Hold Ordinary Shares; Extending Time limited by Section 36 of the Bute Docks Act, 1895, for Issue of Ordinary Shares to Estate Trustees of Second Marquess; Extension of Time for Acquisition of Lands and Completion of Works under Cardiff Railway Acts, 1897, 1898 and 1899; Sidings, &c., to be made by the Rhymney Railway Company, and Provisions as to Working thereof; Incorporation, Amendment and Repeal of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament, in the Session of 1901, by the Cardiff Railway Company (hereinafter called "the Company") 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:—

1. To empower the Company, in the construction of the Railway No. 4, authorised by the Cardiff Railway Act, 1897 (hereinafter called "the Act of 1897"), to make the following alteration in the levels of that railway, viz. :—

An alteration of the levels of the said authorised railway, commencing at a point thereon 138 yards or thereabouts, measured in a westerly direction from the south-eastern-most corner of the block of cottages known as Denia Cottages, near a place called Blaenellyn (being a point on the said authorised railway 1 furlong 9·9 chains or thereabouts, measured from the commencement of that railway), and terminating in the bed of a mill stream at a point distant 132 yards or thereabouts, measured in a north-westerly direction from the north-east corner of the most northern building of the Treforest Tin Plate Works (being a point on the said authorised railway 6 furlongs 9·1 chains or thereabouts measured from the commence-

ment of the said railway), which alteration of levels will be situate wholly in the Parish and Urban District of Pontypridd and county of Glamorgan.

2. To authorise the Company to deviate laterally from the lines of the proposed works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To authorise the Company to purchase, take and use, either compulsorily or by agreement, lands, houses and other property, for the purpose of the proposed works, and also easements and rights in, under, or over, or upon lands and other property.

4. To declare and enact that the proposed works shall form part of the undertaking of the Company for all intents and purposes, and to apply thereto all or some of the provisions of the Bute Docks and Cardiff Railway Acts, 1865 to 1899, including the provisions of those Acts relating to tolls, rates and charges.

5. To alter or amend, or to repeal, so far as may be necessary or expedient, any of the provisions of the Act of 1897, with respect to the construction of Railway No. 4, authorised by that Act.

6. To authorise the Company to apply, for the purposes of the Bill, any of their existing or authorised capital or funds which may not be required for the purposes for which the same were authorised to be raised or directed to be applied; and to authorise the Trustees of the will of the second Marquess of Bute to invest any trust moneys whether representing capital or income in the ordinary stock or shares of the Company at such price and on such terms as may be provided by the Bill, and to hold such stock or shares accordingly.

7. To authorise the Trustees, under a Deed of Trust dated the 6th and 26th days of May, 1887, and certain relative deeds executed by the third Marquess of Bute, by which he transferred to Trustees certain ordinary stock or shares of the Company, and directed the resulting income thereof to be accumulated for the purposes therein mentioned, to invest the income arising or that has arisen on such ordinary stock or shares since the date of the said Trust Deed in ordinary stock or shares of the Company at such price and on such terms as may be provided by the Bill, and to make provision for modifying or securing or otherwise in relation to the rights and interests of the persons interested under the said Deed of Trust.

8. To extend the respective times limited by the Cardiff Railway Acts, 1898 and 1899, for the compulsory purchase and taking of lands for and for the completion of all or some of, the railways and works authorised by those Acts respectively, and to further extend the time limited by the Act of 1897, as extended by the Cardiff Railway Act, 1899, for the compulsory purchase of lands for, and for the completion of all or some of, the railways and works authorised by the Act of 1897.

9. To authorise and require the Rhymney Railway Company to provide further and better structural and other accommodation and facilities for the conduct of their traffic to, from, or in the neighbourhood of the docks of the Company, and particularly to provide sidings to such extent in such manner, at such times, and in such places, as shall or may be provided in the Bill, and to make provision with regard to the working of the traffic of the Rhymney Railway Company by that Company.

10. To extend the period of eight years

referred to in Section 36 of the Bute Docks Act, 1895, and to amend the said section accordingly.

11. To incorporate with the Bill all, or some, of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, or any Act amending any such Acts, with such variations, modifications, and exceptions (if any) as may be deemed expedient, or as may be contained in the Bill.

12. To alter, amend, extend, and enlarge, and, if need be, to repeal, so far as may be necessary for the purposes of the Bill, all, or some, of the provisions of the several Acts of Parliament hereinbefore referred to, and of the following Acts (that is to say):—The Bute Docks and Cardiff Railway Acts, 1865 to 1899, and all other Acts relating to the Company or their undertaking; the Act 6, Will. IV., cap. 82, and all other Acts relating to the Taff Vale Railway Company; the Act 20 and 21 Vict., cap. 149, and all other Acts relating to the Rhymney 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.

13. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

14. 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, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses and other property, together with an Ordnance map with the line of the proposed works delineated thereon, 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; and with the Clerk of the District Council of the Urban District of Pontypridd, at his office.

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, 1900.

FARRER and Co., 66, Lincoln's-inn-fields, W.C.;  
JOHN STUART CORBETT, Cardiff;  
GRAHAMES, CURREY and SPENS, 30, Great George-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1901.

Dorchester Corporation Electric Lighting. (The Production, Storage, and Supply of Electricity by the Mayor, Aldermen, and Burgesses of the Borough of Dorchester within the Borough; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets, Railways, and Tramways; the Laying Down and Erection of Electric Lines, Wires, Posts, and Apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts; and other provisions.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Dorchester, in the county of Dorset (hereinafter

after called "the Council"), and whose address is at the Guildhall, Dorchester, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts, 1882 and 1888, for all or some of the following, amongst other purposes (that is to say):—

1. To authorise the Council to generate and supply electricity for all public and private purposes, as defined by the Electric Lighting Acts, within the whole of the borough of Dorchester, in the county of Dorset aforesaid (hereinafter referred to as "the area of supply").

2. To enable the Council to acquire by agreement or take or lease and hold lands and premises or interests or easements in or over lands, and to appropriate for the purposes of the Order any lands belonging to or held by them, and to construct and maintain upon such lands all necessary stations and works for the generation and supply of electricity, together with all buildings, engines, apparatus, works, and appliances necessary for the purposes aforesaid, and to empower the Council to sell or dispose of any land not required for the purposes of the undertaking.

3. To authorise the Council to break up the following streets, railways, and tramways, viz.:—

(a) Streets.—Alexandra-road, Culliford-road, from the London and South Western Railway Bridge to the southern end of Marian-terrace, Dagmar-road, Maumbury-way, Mountain Ash-road, Maie-terrace, Olga-road, Prospect-terrace, Queen's-avenue, and York-terrace. The roadways over the bridges carrying the following roads over the Great Western Railway, viz.:—(a) The road from Dorchester to Bradford Peverell; (b) Saint Martin's-road; (c) the Weymouth-road; and (d) Maumbury-way; the roadways over the bridges carrying Culliford-road and Alington-avenue over the London and South Western Railway.

(b) Railways.—The level crossing of the London and South Western Railway at or near Syward Lodge.

4. The names of the streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—High West-street, High East-street, South-street, Cornhill, and North-square.

5. To prescribe and limit the price to be charged for the supply of electricity.

6. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

7. To incorporate with the Order the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899.

And notice is hereby given, that the draft of the Order will be deposited at the offices of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Town Clerk's Office, Dorchester, and at the office of the under-mentioned Parliamentary Agents.

And notice is hereby further given, that a

map showing the boundaries of the proposed area of supply and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November, 1900, for public inspection at the offices of the Clerk of the Peace for the county of Dorset, at his office at Sherborne, and at the Town Clerk's office, Dorchester.

And notice is hereby further given, that every local or other authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so, by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Town Clerk or Parliamentary Agents.

Dated this 12th day of November, 1900.

A. G. SYMONDS, Town Clerk, Dorchester.  
BAKER, LEES, and Co., 54, Parliament-  
street, Westminster, Parliamentary  
Agents.

Board of Trade.—Session 1901.

Workington Corporation Electric Lighting.  
(Power to Supply Electricity by the Mayor, Aldermen, and Burgesses of the Borough of Workington; to Construct Works for and within the Borough; to Acquire Lands by Agreement; to Break up Streets, and Lay down and Erect Electric Lines, Wires, Posts, and Apparatus; Rates and Charges; Incorporation of Acts; and other Provisions.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Workington, in the county of Cumberland (herein referred to as "the Corporation"), and whose address is at the Town Hall, Workington, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (herein referred to as "the Order"), under the Electric Lighting Acts, 1882 and 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Corporation to generate, store, and supply electricity for lighting, power, and all other public and private purposes, as defined by the Electric Lighting Acts, within the borough of Workington, in the county of Cumberland aforesaid (herein referred to as "the area of supply").

2. To enable the Corporation to acquire by agreement or take on lease and hold lands and property or interests or easements in or over lands, and to appropriate for the purpose of the Order any lands belonging to or held by them, and to construct and maintain upon such lands, property, stations, and works for the generation and supply of electricity for light, power, or other purposes, together with all buildings, engines, apparatus, works, and appliances which the Corporation may consider necessary for the purposes aforesaid, and to empower the Corporation to sell or dispose of any lands not required for the purposes of the undertaking.

3. To authorise the Corporation to break up the following streets and railways, viz., within the area of supply:—

(a) Streets.—Oxford-street, Gordon-street, Harrington-road (portion), Mossbay-road, Salterbeck-road, Berry-street, South Marsh-street, Chapel-street, Winifred-street, James-street, South Watts-street (portion),



Whitfield-street, Byron-street, Botany-street, Hyde-street, Corporation-road, Vulcan's-lane (portion), Infirmary-road, Highfield, Hartington-street, Darcy-street, Brayton-street, Hunter-street, Pilgrim-street, Wesley-street, Cumberland-street (portion), Frazer-street (portion), Belvedere-street.

(b) Railways.—London and North Western Railway, Cleator and Workington Railway.

4. The names of the streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—Wilson-street, Pow-street, Finkle-street, South William-street, Fisher-street, Falcon-place (or Hag-hill), and Station-road.

5. To authorise the Corporation to take, collect, and recover rents, rates, and charges for the supply of the electricity for light, power, or other purposes, and the use of any machine, lamps, meters, fittings, or apparatus connected therewith, and to prescribe and limit the price to be charged therefor.

6. To confer upon the Corporation all or some of the powers of the Electric Lighting Acts, 1882 and 1899, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

7. To incorporate with the Order the provisions contained in the schedule to the Electric Lighting Clauses Act, 1899.

8. To empower the Corporation to transfer to any company or person all or some of their powers, duties, liabilities, and works for such period and upon such terms and conditions as may be agreed upon.

And notice is hereby given, that the draft of the Order will be deposited at the offices of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Town Hall, Workington, and at the offices of the under-mentioned Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, and at the Town Hall, Workington.

And notice is hereby further given, that every local or other authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Parliamentary Agents.

Dated this 15th day of November, 1900.

JOHN WARWICK, Town Clerk, Workington.  
BAKER, LEES, and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Scarborough Electric Tramways.

(Construction of Tramways and other Works in the Borough of Scarborough, in the North Riding of the County of York; Interference with Streets, Roads, &c.; New Street and Street Widening; Generating Stations; Compulsory Purchase of Lands, &c.; Power to Purchase Parts only of Properties; Electrical or other Motive Power; Powers as to Sale and Purchase of Electrical Energy; Gauge, Posts, and Overhead Wires; Tolls, Rates, and Charges; Payment of Interest during Construction; Agreements with and Powers to Local Authorities, Bodies, and Persons; Amendment or Repeal of Section 43 and other Sections of the Tramways Act, 1870; Bye-laws and Regulations; Incorporation, Amendment, Application, or Repeal of Acts; other Powers and Purposes.)

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

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make, form, lay down, maintain, work, and use all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting rooms, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively.

(In the following descriptions of the proposed tramways, narrow places, new street, and street widening, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and where any distance is given from a particular side of a street the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated intersects, or would, if continued, intersect the centre line of the street in which the tramway is intended to be laid, and the places (if any) where any tramway will be laid along any street or road, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised will all be situate in the borough and parish of Scarborough, and are the following:—

Description of Tramways.

Tramway No. 1, commencing in Scalby-road, at a point opposite the northern side of Stepney-avenue, proceeding thence in a southerly direction along Scalby-road, Falsgrave-road, Westborough, Newborough, Eastborough, Foreshore-road into Sandside, and terminating therein at a point opposite the eastern side of East Sandgate.

Tramway No. 2, commencing in Falsgrave-road by a junction with Tramway No. 1 at a point 30 yards westward from the western side of Saint John's-road, proceeding thence in a south-westerly direction into and along Seamer-road, Saint James's-road, Westbourne-grove, Valley-road, the open space above the Aquarium, Foreshore-road, into Sandside, and terminating therein by a junction with Tramway No. 1 at a point

- 10 yards eastward from the eastern side of Eastborough.
- Tramway No. 3, commencing in Sandside by a junction with Tramway No. 1 at its termination, proceeding thence in an easterly direction along Sandside, the Marine-drive, or carriage road round the Castle-hill, authorised by the Scarborough Improvement Act, 1889, the carriage road or approach to the said Mariuc-drive authorised by the Scarborough Corporation Act, 1900, the Royal Albert-drive, and terminating therein at a point opposite the north-western end of the retaining wall of the Royal Albert-drive.
- Tramway No. 4, commencing in the Royal Albert-drive by a junction with Tramway No. 3 at its termination, proceeding thence in a north-westerly direction into and along Peasholme-road, North Marine-road, Castle-road, Victoria-road, Hanover-road, into Westborough, and terminating therein by a junction with Tramway No. 1 at a point 7 yards north-eastward from the north-eastern side of Hanover-road.
- Tramway No. 4A, commencing in Hanover-road by a junction with Tramway No. 4 at a point 10 yards north-westward from the north-western side of Westborough, proceeding thence in a southerly direction into Westborough, and terminating therein at a point 10 yards south-westward from the south-western side of Hanover-road.
- Tramway No. 5, commencing in Scalby-road by a junction with Tramway No. 1 at its commencement, proceeding in a northerly direction along Scalby-road, Manor-road, Prospect-road, Trafalgar-street West, Nelson-street, into Victoria-road, and terminating therein by a junction with Tramway No. 4 at a point 10 yards south-westward from the south-western side of Nelson-street.
- Tramway No. 5A, commencing in Nelson-street by a junction with Tramway No. 5 at a point 10 yards north-westward from the north-western side of Victoria-road, proceeding in a south-easterly direction into Victoria-road, and terminating therein at a point 22 yards north-eastward from the south-western side of Nelson-street.
- Tramway No. 6, commencing in Victoria-road by a junction with Tramway No. 4 at a point opposite the north-eastern side of Victoria-street, and proceeding thence in a south-easterly direction into and along Aberdeen-walk into Westborough, and terminating therein by a junction with Tramway No. 1 at a point 10 yards south-westward from the south-western side of Aberdeen-walk.
- Tramway No. 6A, commencing in Aberdeen-walk by a junction with Tramway No. 6 at a point 20 yards north-westward from the north-western side of Union-street, proceeding thence in a northerly direction into Castle-road, and terminating therein by a junction with Tramway No. 4 at a point opposite the north-eastern side of Clifton-street.
- Tramway No. 6B, commencing in Aberdeen-walk by a junction with Tramway No. 6 at a point 10 yards north-westward from the north-western side of Westborough, proceeding thence in an easterly direction into Westborough, and terminating therein by a junction with Tramway No. 1 at a point 10 yards north-eastward from the north-eastern side of Aberdeen-walk.
- Tramway No. 7, commencing in Holbeck-hill at a point opposite the northern side of Sea Cliff-road, proceeding in a northerly direction along Holbeck-hill, West-street, Ramshill-road, the open space above the Aquarium, Falconers-road, Vernon-place, into Westborough, and terminating therein at a point 10 yards eastward from the eastern side of Vernon-place.
- Tramway No. 7A, commencing in Falconers-road by a junction with Tramway No. 7 at a point 66 yards southward (measured along the surface of that road) from the centre of the footbridge carrying the footpath from Londesborough Lodge over Falconers-road, proceeding in an easterly direction into the open space above the Aquarium, and terminating there by a junction with Tramway No. 2 at a point 50 yards north-eastward from the northern gate pillar of the north-eastern carriage entrance to the Park in Valley-road.
- Tramway No. 7B, commencing in Ramshill-road by a junction with Tramway No. 7 at a point 25 yards northward from the northern corner of the public lavatory in Ramshill-road, proceeding in a north-easterly direction into the open space above the Aquarium, and terminating there by a junction with Tramway No. 2 at a point 40 yards north-eastward from the southern gate pillar of the north-eastern carriage entrance to the Park in Valley-road.
- Tramway No. 7C, commencing in Vernon-place by a junction with Tramway No. 7 at a point 10 yards south-eastward from the south-eastern side of Westborough, proceeding in a westerly direction into Westborough, and terminating therein by a junction with Tramway No. 1 at a point 12 yards south-westward from the south-western side of Vernon-place.
- Tramway No. 8, commencing in Foreshore-road by a junction with Tramway No. 2 at a point 22 yards south-westward from the south-western side of Eastborough, proceeding in a north-easterly direction along Foreshore-road, on to and along the West Pier, and terminating thereon at a point 10 yards westward from the seaward end of the pier.
- Tramway No. 9, commencing in Eastborough by a junction with Tramway No. 1 at a point 10 yards westward from the western side of West Sandgate, proceeding thence in an easterly direction into and along the new street (Work A) hereinafter described into Sandside, and terminating therein at a point 60 yards westward from the eastern side of East Sandgate.

#### Narrow Places.

All of the proposed tramways will be constructed on a gauge of 3 feet 6 inches, and it is not intended to run on such tramways carriages or trucks adapted for use on railways, and it is not proposed to lay any 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 either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described (that is to say) :—

No. of Tramway.	Road, Street, or Place.	Side or Sides of Roads, Streets, or Places.	Narrow Places.
1	Westborough ... ..	Both .. ..	From a point 69 yards north-eastward from the north-eastern side of Victoria-parade to Hanover-road.
1	Newborough .. .. .	Both .. ..	From the eastern side of Bar-street to the western side of Saint Thomas-street.
1	Eastborough .. .. .	Both .. ..	From a point 43 yards eastward from the eastern side of Globe-street to a point 43 yards westward from the western side of West Sandgate.
2	Seamer-road .. .. .	Both .. ..	Between points respectively 10 yards and 66 yards north-eastward from the northern side of Grange-avenue.
2	Westbourne-grove .. ..	Both .. ..	From a point 40 yards westward from the western side of Weaponness Valley-road to a point 14 yards eastward from the eastern side of that road.
2	Foreshore-road .. .. .	Both .. ..	From a point 4 yards southward from the southern end of the Grand Hotel Refreshment Rooms to a point 2 yards southward from the northern end thereof.
2	Valley-road .. .. .	Both .. ..	Between points respectively 154 and 220 yards north-westwards from the north-western side of Grosvenor-road.
4	Peasholme-road .. .. .	Both .. ..	From a point 80 yards south-eastward from the gas lamp standard at Peasholme Bridge to a point opposite the eastern corner of Clarence Lodge.
4	North Marine-road .. ..	Both .. ..	From a point 30 yards north-westward from the north-western side of Trafalgar-square to Durham-street.
4	North Marine-road .. ..	Both .. ..	From a point 3 yards southward from the south-eastern side of Mill-street to Castle-road.
4	Victoria-road .. .. .	Both .. ..	From a point in Victoria-road 22 yards north-eastward of Nelson-Street to Hanover-road.
4	Hanover-road .. .. .	Both .. ..	Throughout its entire length.
5	Scalby-road .. .. .	Both .. ..	From the northern side of Stepney-avenue to a point 67 yards north-westward therefrom.
5	Manor-road .. .. .	Both .. ..	For a distance of 30 yards south-eastward from the southern side of Prospect-road.
5	Prospect-road .. .. .	Both .. ..	For a distance of 33 yards eastward from the eastern side of Manor-road.
5	Prospect-road .. .. .	Both .. ..	From the western side of Raleigh-street to a point 67 yards westward therefrom.
5	Prospect-road .. .. .	Both .. ..	From a point 40 yards eastward of the eastern side of Columbus-ravine to a point 14 yards westward from the western side of Trafalgar-street West.
6	Aberdeen-walk .. .. .	Both .. ..	From a point 24 yards north-westward from the north-western side of Union-street to a point 20 yards south-eastward from the south-eastern side of that street.
6	Aberdeen-walk .. .. .	Both .. ..	From Saint John's-street to Westborough.
7	Holbeck-hill .. .. .	Both .. ..	Between points 203 yards and 270 yards respectively north-westward from the northern side of Sea Cliff-road.
7	West-street .. .. .	Both .. ..	From Prince of Wales-terrace to Saint Martin's-square.
7	Falconers-road .. .. .	Both .. ..	From a point 25 yards southward from the centre of the footbridge carrying the footpath from Londesborough Lodge over Falconers-road (measured along the surface of that road) to a point 45 yards southward from the south-western side of Vernon-place.
7	Vernon-place .. .. .	Both .. ..	Throughout its entire length.

2. To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, highways, public and private roadways, footpaths, places, towpaths, pavements, railways, rivers, watercourses, bridges, sewers, drains, water-pipes, gas-pipes, and electric, telegraph, and telephonic tubes, posts, wires, and apparatus within the said borough and parish, for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines, or double lines for single lines, altering, or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

3. To enable the Company for all or any of

the purposes of the Bill to purchase or acquire by compulsion or agreement lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property, and in particular to enable the Company to purchase or acquire by compulsion or agreement the following lands for the purposes of generating stations or other the purposes of the undertaking, namely:—

(1) The triangular piece of land, belonging or reputed to belong to the executors or trustees of the late Richard Tindall, situated

in the borough and parish of Scarborough, on the south-west side of Peasholme-road, between Peasholme Bridge and Clarence Lodge, bounded on the north-east by Peasholme-road, on the south-east by the public footpath leading from Peasholme-road past, and on the north-west side of, Clarence Lodge to Scalby, on the west by the ditch or watercourse known as Peasholme Beck, and containing 8,530 yards or thereabouts.

- (2) The piece of land, situate in the borough and parish of Scarborough, bounded on the north by West Sandgate, and West Sandgate-terrace, on the east by the passageway known as Custom House-steps, on the south for a distance of 24 yards or thereabouts from the Custom House-steps by the passageway known as Bolts, on the south-west by the buildings in the rear of the houses situate between and having a frontage to (a) the north side of Bolts (the passageway aforesaid); and (b) the east side of Eastborough, on the west partly by Eastborough, and partly by West Sandgate, and containing 2,028 yards or thereabouts.

4. To authorise the making of the following street works, or some of them:—

Street Works.

Work A.—A new street 32 feet 6 inches in width between Eastborough and Sandside, the centre line thereof to commence at a point on the north-eastern side of Eastborough, 39 yards north-westward from the north-western side of Sandside, and to terminate at a point on the north-western side of Sandside 33 yards north-eastward from the north-eastern side of Eastborough.

Work B.—A widening of Prospect-road on its southern side for a distance of 6 yards eastward from the eastern side of Manor-road, and of Manor-road on its eastern side for a distance of 6 yards southward from the southern side of Prospect-road.

The Bill will provide that the construction of so much of any tramway as is intended to be situate in any new street or road to be made, or street or road to be widened under the Bill or any existing Act, shall not be commenced until such new street or road or street or road widening shall be approaching completion.

5. 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.

6. To empower the Company to deviate laterally and vertically from the lines and levels of the intended tramways and street works shown on the deposited plans and sections hereinafter mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Bill, and for the purposes of and in connection with the intended street works, with the consent of the local authority, to make junctions and communications with any existing streets which may be interfered with or intersected by, or be contiguous to such works, and to make diversions, widenings, or alterations of lines or levels of any existing streets, for the purpose of connecting the same with such works, or of crossing under or over the same.

7. To empower the Company from time to time and either temporarily or permanently to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, cross-overs, deviations, sidings, junctions, curves, turnouts,

turntables, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works, or buildings of the Company.

8. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

9. To empower the Company to work and use the proposed tramways, or any of them, by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at and applied from stations or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such power and partly by another such power, and for that purpose, or any purpose appurtenant or ancillary thereto, to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and, in particular, power to enter upon and open the surface of, and to lay down on, in, under, or over the surface of any footpath, street, road, place, railway or bridge, pier or quay, such posts, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any generating station, engines, machinery, or apparatus; and to empower the Company for the purpose of working the tramways and of the Bill to erect engines and machinery, and to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

10. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates, and charges.

11. To reserve to the Company the exclusive right of using on the proposed tramways, engines and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved rail.

12. To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials.

13. To authorise the Company, when by reason of the execution of any work affecting the surface or soil of any footpath, street, road, or place, or otherwise, in which any tramway channel, conduit, or electric line shall be laid or placed, it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line, as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or place, and maintain, work, and use so long as occasion may require, a temporary tramway, channel, conduit, or

electric line, or temporary tramways, channels, conduits, or electric lines in lieu of the tramway, channel, conduit, or electric line, or part of a tramway, channel, conduit, or electric line so removed or discontinued to be used or intended so to be.

14. To empower the Company on the one hand, the Corporation of the borough of Scarborough, the Scarborough Harbour Commissioners, and any local authority or other bodies, or persons, or any of them having respectively the control or management, or the duty of directing the repairs of any footpaths, streets, roads, piers, and places respectively within the said borough, on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill, and in particular with respect to the intended new street, and street widening, with respect to the alteration of the widths or levels of any of the said footpaths, streets, roads, piers, or places, and the laying down, placing, altering, maintaining, renewing, repairing, and working, and the using by the Company of the proposed tramways, and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them, or of any lands and properties acquired by the Company for the purposes of the proposed street works, or otherwise by the said Corporation, or such local authority, body, or person, and to confirm any agreements entered into or to be entered into with the said Corporation, or any such local authority, body, or person with respect to any of the aforesaid purposes.

15. To extend the time limited by Section 43 of the Tramways Act, 1870, within which the Company may be required to sell their undertaking or any part thereof to the local authority, and so far as necessary for such purpose, and for altering and determining the terms, price, and conditions of such sale, to alter, amend, extend, or to repeal the said and other sections of that Act.

16. The Bill may, if deemed expedient, confer all or some of the intended powers with respect to the proposed new street and street widening upon the Corporation of the borough of Scarborough, and enable the Corporation either themselves or jointly with the Company, to execute these works or some of them, and empower them to borrow money for the purposes of such works on the security of their funds, rates, and revenues.

17. To empower the Company to enter into and carry into effect agreements with the Corporation of the borough of Scarborough and any Company, body, or person for the supply by the said Corporation or such Company, body, or person of electrical energy for the purposes of the Bill, and for working and lighting the tramways.

18. To empower the Board of Trade from time to time to make, and the Company to enforce, bye-laws and regulations for regulating the use of electrical power, and for ensuring the protection and accommodation of passengers in the tramcars, and traffic in and along the street in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Bill.

19. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital to be raised under the

Bill, or any funds of the Company from time to time, interest or dividends on any shares or stocks of the Company during the construction of the proposed tramways and other works, or any of them, and until the completion thereof respectively, or until such other time as may be prescribed by the Bill.

20. To enable the Company to sell or to lease, either in perpetuity or for a limited period, their undertaking and works or any part thereof, to any local authority, public body, company, or person, and to transfer to and vest in the purchaser or lessee all or any of the powers of the Company.

21. To provide for the appointment of an auditor or auditors by the Company, and the holding of the ordinary meetings of the Company once instead of twice in each year.

22. To incorporate in the Bill the Lands Clauses Acts, and extend and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act, and of the Locomotives Acts, 1861 and 1865; the Highways and Locomotives Amendment Act, 1878; the Electric Lighting Acts, 1882 and 1888; the Scarborough Improvement Act, 1889; the Scarborough Orders, 1897 and 1899; the Scarborough Corporation Act, 1900; the Scarborough Harbour Acts, 1843 and 1876; the Scarborough Promenade Pier Orders, 1866 and 1891; the North Eastern Railway Act, 1899; and all other Acts of Parliament and Orders, if any, relating to or which may be affected by or interfere with the objects of the Bill.

23. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and of such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges, and all such powers other than those hereinbefore mentioned, on the Company, as may be requisite or necessary for the purposes of the Bill.

24. And notice is hereby further given, that plans and sections in duplicate of the proposed tramways, new street and street widening, and the lands, houses, and other property which will or may be taken or used for the purposes thereof, or under the powers of the Bill, with a book of reference to such plans, together with a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, and with the Town Clerk of the borough of Scarborough, at his office in the Town Hall, Scarborough.

25. 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, 1900.

GEORGE TAYLOR, 43, Queen-street, Scarborough, Solicitor for the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1901.

Taff Vale Railway.

(Additional Lands; Extension of Time for Purchase of Lands, and Completion of Railways and Works; Additional Capital and Application of Funds; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Taff Vale Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):—

1. To empower the Company for the general purposes of their undertaking to acquire by compulsion or agreement and hold the lands (in which term in this Notice houses and buildings are included) and easements in, over, or under the lands hereinafter described, all in the county of Glamorgan (that is to say):—

Certain lands in the parish and urban district of Barry, and in the parish of St. Andrews Major, in the rural district of Llandaff and Dinas Powis, situate on the northern side of and adjoining the public road between Cadoxton and Sully, and Dinas Powis, and extending from the bridge carrying the Cadoxton branch of the Company's railway over the said road for a distance of 170 yards measured from the said bridge in a westerly direction.

2. To empower the Company to purchase and acquire a part only of any property and any easement in, over, or under any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

3. To extend the times limited by the Taff Vale Railway Act, 1890, as extended by the Taff Vale Railway Act, 1899 (hereinafter called "the Act of 1899"), for the compulsory purchase of lands for and for the construction and completion of Railway No. 1 by the said Act of 1890 authorised.

4. To extend the time limited by the Taff Vale Railway Act, 1892, as extended by the Act of 1899 for the compulsory purchase of the lands in the parish of Llantwit Fardre, described in or required for the purposes of the works authorised by Section 4 of the said Act of 1892, and of the lands in the parishes of Llanwonno and Ystradyfodwg, described in Section 5 of the same Act or of some of the said lands.

5. To extend the time limited by the Taff Vale Railway Act 1894, as extended by the Act of 1899, for the compulsory purchase of the lands which the Company were by Section 18 of the said Act of 1894 authorised to acquire or of some of the said lands.

6. To extend the times limited by the Taff Vale Railway Act, 1896, as extended by the Act of 1899, for the compulsory purchase of lands for and for the construction and completion of the Railway No. 3, by the said Act of 1896 authorised and for the compulsory purchase of the lands which the Company were by Section 22 of the said Act of 1896 authorised to acquire.

7. To empower the Company to apply to all or any of the purposes of the intended Act any capital or funds belonging to the Company, and for those and other purposes connected with their undertaking, to raise additional capital by the creation and issue of new shares or stock, debenture stock, and by borrowing, or by any of such means, and to prescribe, define, regulate, and determine the rights, privileges, and priorities attached or to be attached to such new shares or stock or to the shares or stocks in the existing capital of the Company, or any of them.

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

9. To alter, amend, extend, or repeal, so far

as may be necessary for the purposes of the intended Act, some or any of the provisions of the several Acts hereinbefore referred to, and of the Act (local and personal) 6 Will. IV, c. 92, and any other Act or Acts relating to the Company.

10. And Notice is hereby given that on or before the 30th day of November, 1900, plans relating to the objects of the intended Act and 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 Glamorgan, at his office in Cardiff, and with the Clerk to the Urban District Council of Barry, and the Clerk to the Rural District Council of Llandaff and Dinas Powis respectively, at their respective offices.

11. And notice is hereby given that on or before the 21st day of December, 1900, 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, 1900.

INGLEDEW and Sons, Cardiff, Solicitors for the Bill.

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

Board of Trade.—Session 1901.

East Cowes Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1888, for a Provisional Order to authorise the Isle of Wight Electric Light and Power Company, Limited, to Supply Electricity for Public and Private Purposes within the Urban District of East Cowes, Isle of Wight; Power to construct Works, to acquire Lands, to make Charges, to make Arrangements with Local Authorities to open Streets and lay Electric Lines, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st day of December next by the Isle of Wight Electric Light and Power Company, Limited, whose registered office and address are at Broad Sanctuary-chambers, in the city of Westminster (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1888 for all or some of the following purposes, that is to say:—

1. To authorise the Undertakers for such period as may be prescribed to produce, store, sell, and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts, or either of them, within the urban district of East Cowes, in the Isle of Wight, in the county of Havts (hereinafter called "the area of supply"). It is proposed that the electric lines and works shall be laid down within two years after the commencement of the Order in the following roads and streets that is to say:—High-street, Medina-road, Cambridge-road, and Castle-street.

The Undertakers propose to take powers to break up the following streets or roads within the area of supply which are not repairable by the local authority:—Upper Yarborough-road, Grange-road, Oakfield-road, Mayfield-road, Orchard-road, Connaught-road, Argyll-road.

2. To authorise the Undertakers to purchase, hold, or acquire or take on lease any lands or easements in lands for the purposes of the said Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct,



provide, lay down, renew, alter, and maintain on land belonging to or leased by the Undertakers within the area of supply such central and other stations, buildings, and works for the generation, storage, supply, and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter, or renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity in, through, under, over, along, or across all streets, bridges, highways, lanes, roads, thoroughfares, railways, tramways, waterways, public passages, and places within the said area of supply.

4. To authorise the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, relay, divert, and alter sewers, drains, mains, and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company, or person to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To empower the Undertakers to make charges and levy rates and recover rents and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

8. To confer upon the Undertakers and incorporate in the Order all or any of the powers of the Electric Lighting Acts, 1882 and 1888, to incorporate with the Order all or some of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, and such other powers, rights, and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November next for public inspection at the office of the Clerk of the Peace for the county of Hants, at his office at Winchester, in the said county, with the Clerk of the Peace for the administrative county of the Isle of Wight, at his office at Newport, in the said Isle, and at the office of the Clerk to the Urban District Council of East Cowes.

On and after the 21st day of December next printed copies of the draft Order as applied for may be obtained (at the price of one shilling for each copy) at No. 6, Clarence-road, East Cowes, aforesaid, and also at the offices of the undermentioned Solicitors and Agents, and if and when the Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

And notice is hereby further given, that

every local or public authority, Company, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting this application, may do so by letter, addressed to the Board of Trade, and marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must at the same time be sent to the undersigned Solicitors or Agents.

Dated this 16th day of November, 1900.

DAMANT and SONS, 67, High-street, Cowes, Isle of Wight, Solicitors for the Undertakers.

CLARKSON, GREENWELLS, and Co., 36, Lime-street, London, E.C., Agents for the Order.

Board of Trade.—Session 1901.

Crompton Electric Lighting.

(Powers to the Urban District Council of Crompton to produce and supply Electricity for public and private purposes within the Urban District of Crompton, in the County of Lancaster; Transfer Undertaking; and other incidental powers.)

NOTICE is hereby given, that the Urban District Council of Crompton (hereinafter referred to as "the Undertakers"), whose address is Town Hall, Shaw, near Oldham, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter referred to as "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following among other purposes (that is to say):—

1. To authorise the Undertakers to produce, store, supply, sell, and distribute electricity for all public and private purposes as defined by the said Acts within and throughout the urban district of Crompton, in the county of Lancaster (hereinafter referred to as "the area of supply"), and to confer on the Undertakers all or some of the powers hereinafter mentioned.

2. To make, execute, construct, place, lay down, maintain, alter, renew, and discontinue on any lands now belonging to them, or which they may hereafter acquire, all such works, buildings, engines, machinery, mains, electric lines, plant, apparatus, matters, and things as may be requisite for or incidental to the production, generation, storage, supply, and distribution of electricity, and other the purposes of the undertaking.

3. For all or any of the purposes aforesaid, or other the purposes of the Order, to use any lands vested in or held by them, and to purchase by agreement, take on lease, or otherwise acquire any lands and any easements, rights, or privileges in, over, or affecting lands which they may require or consider necessary, and, from time to time, to dispose of any lands acquired by them under the provisions of the Order, and not for the time being required for the purposes thereof.

4. To demand, take, and recover rates, rents, and charges for a supply of electricity, and to confer exemptions from payment thereof.

5. The following is a list of the streets not repairable by a local authority, and of the railways which the Undertakers propose to take power to break up:—

Streets—

Albert-street, Alfred-street, Alison-street, Arthur-street, Avis-street, Ashworth-court, Alley, Brook-street, Bridge-street, Blacklock-street, Buckley-street, Buckley-court, Burnedge, Bank-street, Bertha-street, Bowler-street, Blackclough, Back Lucas-street, Beal Moor-street, Brushes, Back

Thomas-street, Bateman-street, Beal-street, Birshaw, Birshaw-hollow, Buttonhole, Bent-house, Boundary-street, Christine-street, Clegg-street, Co-operative-street, Copley-street, Crompton-street, Cyril-street, Cheetham-street, Crofts, Cutts, Chamber-street, Chamber-road, Charles-street, Charlotte-street, Christian-street, Church-street, Cowie-street, Cromwell-street, Clough, Clough-terrace, Chapel-lane, Cheetham-hill, Cocker-street, Collinge-street, Cowlshaw, Cowlshaw-lane, Cross Hill-street, Doghill, Duckworth-street, Dale-street, Diggle-street, Derby-street, Edmund-street, Elin-street, Eleanor-street, Egerton-street, Fern-street, Fraser-street, Fenton-street, Farrow-street, Fitton-street, Fittons-yard, Foxhill-street, Florida-street, Garth-street, Glebe-street, Greenhill, Golden-street, Gordon-street, Greaves-street, George-street, Higher Rushcroft, Holly-street, Hope-street, Higher-park, Hampden-street, Horton-street, Horton-square, Holebottom, Hague-street, Henthorn-street, Howard-street, Holebottom-lane, Irk Mill, Jubilee-street, John-street, Kenworthy-street, Kershaw-street, Kent-street, Low Crompton-road, Lower Rushcroft, Linney-lane, Leach-street, Longley-street, Lewis-street, Low Crompton, Laurence-street, Mark-lane, Moss-gate-road, Moorland-street, Margaret-street, Moor-street, Milne-street, Mosshey, Mosshey-street, Napier-street, Nowlan-street, Newtown, New Barn-street, North-street, Oswald-street, Ogden-terrace, Oxford-street, Provident-street, Peel-street, Queer-street, Railway-view, Rushcroft-road, Knowl-road, Runge, Refuge-street, Regent-street, Robert-street, Sage-street, School-street, Sumner-street, Sarah-street, Scowcroft-lane, Seville-street, Sutcliffe-street, Swan-street, Salts-street, Samuel-street, Siddall-street, Smallbrook, Society-street, Store-street, Stott-street, Stanley-street, Top-o'-the-green, Thomaston-street, Thomas-street, Victoria-street, Victor-street, Winston-street, Whyte-street, Windsor-street, Wood-street, Whitfield, Woodend, Wild-street, Whitehead-street.

**Railway:—**

The Lancashire and Yorkshire Railway.

6. The following are the names of the streets in which it is proposed that electric lines shall be laid down within a specified time:—

High-street and Market-street.

7. To authorise the Undertakers to enter into contracts with corporations, companies, or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Undertakers from the consequences of the acts or defaults of such companies or persons.

8. To authorise the Undertakers to sell or transfer or to lease to any corporation, authority, company, or person, any powers, rights, duties, and obligations conferred or imposed on them by, and any lands or works vested in or belonging to them for the purposes of the Order.

9. To authorise the Undertakers to apply their funds and to borrow money for the purposes of the Order.

10. To incorporate with the Order, subject to such alterations and exceptions as may be contained therein, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899.

11. To confer on the Undertakers all rights, powers, and privileges necessary or convenient for carrying the objects and purposes of the

Order 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.

And notice is hereby further given that—

(a) A copy of this Notice as published in the London Gazette, and a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and at the offices of the Undertakers, Town Hall, Shaw, near Oldham, on or before the 30th day of November instant.

(b) Printed copies of the draft Order will be deposited at the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, can be obtained at the price of one shilling for each copy at the offices of the undersigned.

And notice is hereby also given that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it 'Electric Lighting Acts,' on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the undersigned Parliamentary Agent.

Dated this 10th day of November, 1900.

JOHN H. MILLS, Town Hall, Shaw, near Oldham, Clerk to the Urban District Council of Crompton.

JOHN CHARLES BALL, 3, Victoria-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1901.

Great Northern Railway.

(Railways at Hertford, Daybrook and Manchester—Widening from Little Bytham to Grantham; Widening at Balne Lane, Wakefield; New Road at Doncaster; Purchase of Lands by Agreement and Compulsorily; Additional Lands at Brockley Lane, King's Cross, Finchley, Enfield, Cambridge, Offord, Holbeach, Boston, near Boston, Caythorpe, Grimsby, Saxondale Junction, Nuthall, Awsworth Junction, West Hallam, Heanor Branch Junction, Hallam Field, Derby, Wrenthorpe, Ardsley, Stanningley, and Manchester; Commonable Lands; Powers to the West Riding Railway Committee to Acquire Lands at Adwick and Hemsforth, and to Apply Funds; Extension of Time for Purchase of Lands for Loop Line—Enfield to Stevenage; for Railways at Finsbury Park and Langwith; for Widening at Langley, Hitchin, Sandy, Huntingdon to Abbots Ripton, Wood Walton to Yaxley, and Finchley to Edgware; and for Additional Lands at Wood Green, New Southgate, Oakleigh Park, Hatfield and Sandy; Levying Tolls, Rates and Charges; Extension of Time for Sale of Superfluous Lands; Exemption from Section 92 of the Lands Clauses Consolidation Act, 1845; Additional Capital; Incorporation; Repeal and 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 Great Northern Railway Company (hereinafter referred to as "the Company") for leave to bring in a

Bill for the following purposes, or some of them (that is to say):—

To authorise the Company to exercise the following powers, and to make and maintain the railways, widenings of railways, and other works hereinafter described, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively (that is to say):—

**Railway at Hertford.**

A Railway (No. 1), wholly in the parish of St. John Urban, in the borough of Hertford, in Hertfordshire, commencing by a junction with the Hertford Branch of the Company, at a point thereon about 10 yards north-east of the north-eastern corner of the engine-shed of the Great Eastern Railway Company, and terminating on the northern side of Mead-lane, in the field numbered 48 on the second edition of the Ordnance map of the said parish to the scale of  $\frac{1}{2500}$ , published in 1898 (Sheet XXIX, 11), at a point in the said field, about 20 yards north-east of the south-western corner thereof.

**Railway at Daybrook.**

A Railway (No. 2), wholly in Nottinghamshire, commencing in the parish and urban district of Arnold by a junction with the Derbyshire and Staffordshire Railway of the Company, at a point thereon about 225 yards north-west of the north-western face of Mapperley Tunnel, and terminating in the parish and county borough of Nottingham by a junction with the said Derbyshire and Staffordshire Railway, at a point thereon about 290 yards west of the centre of the Leen Valley Junction signal box.

The said Railway (No. 2) will be wholly in the said two parishes of Arnold and Nottingham.

**Railway at Manchester.**

A Railway (No. 3), wholly in the township of Manchester, in the city and county borough of Manchester, in Lancashire, commencing by a junction with the sidings of the Company, at a point thereon about 20 yards, measured in an easterly direction from a point opposite and 6 yards north of the centre of the Great Northern Junction Signal Box, and terminating at a point about 12 yards north-east of the north-eastern face of the viaduct of the Ordsall-lane Branch of the Manchester South Junction and Altrincham Railway, measured from a point on the said viaduct about 18 yards south-east of the centre of the bridge over Medlock-street.

The Bill will authorise the Company to stop up and extinguish all rights of way from the Castle Field Wharves, Kenworthy's Dockyard, and the Potato Wharf, to the Liverpool-road, in and over the land adjoining the said viaduct on the north-eastern side thereof, and extending from Duke-street to the said point about 18 yards south-east of the said bridge over Medlock-street.

**Widening from Little Bytham to Grantham.**

A widening of the main line of the Company, on both sides thereof, wholly in the parts of Kesteven, in Lincolnshire, commencing in the parish of Little Bytham, in the rural district of Bourne, by a junction with the said main line, at a point thereon about 10 yards north of the northern end of the platforms at Little Bytham Station, and terminating in the parish of Spitalgate Without, in the rural district of Grantham, by a junc-

tion with the said main line, at a point thereon about 38 yards north-west of the centre of the bridge carrying the said line over the River Witham.

The said widening will pass from, in, through or into the parishes, townships or hamlets of Little Bytham, Creeton, Couthorpe, Swayfield and Corby, in the said rural district of Bourne, and of Burton Coggles, Basingthorpe, South Stoke, North Stoke, Great Ponton, Little Ponton and Spitalgate Without, in the said rural district of Grantham.

**Widening at Balne-lane, Wakefield.**

A widening of the West Yorkshire Railway of the Company, wholly in the parish of Wakefield, in the city and borough of Wakefield, in the West Riding of the county of York, commencing by a junction with the down slow line opposite the centre of the Westgate North Signal Box, and terminating by a junction with the down Ossett line, at a point thereon about 84 yards measured in a north-westerly direction from the northern end of Balne-lane Signal Box.

To enable the Company to execute the following works, or some of them, or some part or parts thereof, and to exercise all or some of the following powers (that is to say):—

**New road at Doncaster.**

To enable the Company, in the township and borough of Doncaster, in the said West Riding, to construct a new road, commencing in and out of Cherry-lane, at a point on the south-western side thereof about 50 yards from the junction of Cherry-lane and Marsh Gate, and terminating in a close called "Crimpsall," at a point about 78 yards south-west of the centre of the River Cheswold, measured from a point about 145 yards south-east of the junction of the said river with the River Don.

To authorise the Company, in the construction of any of the works proposed to be authorised by the Bill, to deviate from the lines and levels thereof shown on the plans and sections to be deposited, as hereinafter mentioned to any extent to be prescribed by the Bill whether within or beyond the limits prescribed, in either case by "The Railways Clauses Consolidation Act, 1845," and to stop-up, alter or divert, temporarily or permanently, all or any turnpike or other roads and highways, streets, railways, tramways, bridges, rivers, canals, streams, waters, watercourses, sewers, drains, pipes, telegraphic and other tubes, wires and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop-up, alter or divert for any of the purposes of the Bill.

To authorise the Company to demand, levy, take and recover tolls, rates and charges for or in respect of the works to be authorised by the Bill, and to alter existing tolls, rates and charges, and to confer exemptions from the payment of such tolls, rates and charges respectively.

To empower the Company to divert and stop-up all streets, roads and footways shown on the deposited plans as intended to be diverted or stopped up, or included within the limits of the lands to be acquired, and to extinguish all public or private rights of way, or other rights (if any), over or affecting any road, footpath or way, or any portion thereof, to be diverted or stopped up under the Bill, or over any railway of the Company, at the point or points at which it is now crossed by any such road, footpath or

way, or portion thereof, so proposed to be diverted or stopped up, and to vest in the Company, or the adjoining owners, or partly in one and partly in the other, the site and soil of the road, footpath or way, or portion thereof, stopped up, freed and discharged from all or any such rights.

To authorise the purchase of so much only of any house, building, manufactory or property as may be required for the purposes of the intended works or of the Bill, notwithstanding anything contained in the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company to purchase, by compulsion or agreement, and to hold lands (including in that word, where used in this Notice, houses, buildings, easements, and other property) for the construction and maintenance of the said intended railways, widenings of railways and other works, and any other purposes of the Bill, and for getting ballast and materials, and for the purposes of extending their stations, sidings, warehouses, coal wharves, depôts and other accommodation for passenger, mineral, goods and cattle traffic, and for other purposes connected with their undertaking, and also to purchase, take or acquire, by compulsion or agreement, and to hold for the purposes aforesaid, and for the general purposes of their undertaking, or any of them, the lands hereinafter described or referred to, or some of them, or some part or parts thereof respectively, and to exercise the powers hereinafter mentioned (that is to say):—

In the county of London.

Additional lands at Brockley-lane.

A strip of land, in the parish of St. Paul, Deptford, in the borough of Deptford, of an average width of about 33 yards, bounded on the north by the Brockley-lane coal depôt of the Company, on the east by the premises of the Brockley Board Schools, and on the west by Pepys-road or the continuation thereof.

Additional lands at King's Cross.

Certain lands and premises, in the parish and borough of St. Pancras, bounded on the south-west by the Pancras-road, on the north-west by Clarence Passage, on the north-east by Cheney-street, and on the south-east by Weller's Court.

In the county of Middlesex.

Additional lands at Finchley.

(a) A strip of land, in the parish and urban district of Finchley, of an average width of about 30 yards, adjoining the High Barnet branch of the Company, on the north-eastern side thereof, at Finchley Church End Station, and extending from a point on the north-eastern boundary of the property of the Company, about 140 yards south-east of the public road known as Ballard's-lane for a distance of about 177 yards measured in a south-easterly direction along the said boundary.

(b) A strip of land, in the said parish and urban district of Finchley, of an average width of about 14 yards, adjoining the High Barnet Branch of the Company on the north-western side thereof, and extending from a point on the north-western boundary of the said branch about 135 yards south-west of the mile post denoting 8 miles from London to a point about 207 yards south-west of the said mile post.

Additional lands at Enfield.

(a) A strip of land, in the parish and urban district of Enfield, of an average width of about 18 yards, bounded on the north by

Chase Green-avenue, on the south by the property known as The Shrubbery, and on the west by the eastern limit of deviation shown on the plans deposited with the Clerk of the Peace for the county of Middlesex, with reference to the Railway No. 1 of the Great Northern Railway Act, 1898.

(b) A triangular piece of land, in the said parish of Enfield, of a maximum width at its southern end of about 18 yards, and bounded on the south by Chase Green Avenue, and on the west by the said limit of deviation of Railway No. 1, and extending northwards from Chase Green-avenue for a distance of about 103 yards; and the Bill will authorise the Company, in exchange for the said strips of land, to appropriate an equal area of land, acquired under the powers of the said Act, and add the same to Chase Green, to form part thereof.

In the county of Cambridge.

Additional lands at Cambridge.

Certain lands, in the parish of St. Andrew-the-Less, in the borough of Cambridge, known as Beales' Coalyard, bounded on the north and east by the property of or reputed to belong to the Company, on the west by Hills-road, and on the south-west by the premises known as Vinter's Coalyard.

In the county of Huntingdon.

Additional lands at Offord.

A piece of land, in the parish of Offord Cluney, in the rural district of St. Neot's, bounded on the west by the backwater of the River Ouse, on the north by a ditch or drain running into the said backwater, and on the south by the tramway from Offord Station to the Buckden Corn Mills.

○ In the parts of Holland, in Lincolnshire.

Additional lands at Holbeach.

Certain lands, in the parish and urban district of Holbeach, bounded on the north-east by Station-road, on the south-east by the property of, or reputed to belong to, the Midland and Great Northern Railways Joint Committee, and on the west and north-west by the stream known as the Old River.

Additional lands at Boston.

■ Certain lands, partly in the parish and borough of Boston, and partly in the hamlet of Skirbeck Quarter, in the rural district of Boston, belonging or reputed to belong to William Garfit, and in the occupation of William Garfit, the Company, the Corporation of Boston, Thomas Henry Harrison, John William Darby, Sidney John Charles Emery, Selina Barwick, and Fred Craven.

The said lands are bounded on the west by a fence parallel or nearly parallel to, and about 111 yards from the centre line of the goods lines of the Lincolnshire Loop Line of the Company, immediately south of the Sleaford Junction Signal Box, and on the east partly by High-street and partly by the back premises of the houses numbered 119, 121, 123, 125, and 127, in the said High-street.

Additional lands near Boston.

Certain lands, in the said parish and borough of Boston, bounded on the north by the public road leading from Langrville to Boston, on the east by the field numbered 234 on the Ordnance map of the said parish, to the scale of  $\frac{1}{2500}$ , published in 1889, (Sheet

CIX., 5,) and on the west and partly on the south by the boundary of the said parish.

In the parts of Kesteven, in Lincolnshire.

Additional lands at Caythorpe.

A strip of land, in the parish of Caythorpe, in the rural district of Claypole, adjoining the Caythorpe station yard of the Company, on the western side thereof, of an average width of about 20 yards, bounded on the north and east by the property of, or reputed to belong to, the Company, and on the south by the occupation road known as Love-lane.

In the parts of Lindsey, in Lincolnshire.

Additional lands at Grimsby:—

Certain lands and premises, in the parish of Great Grimsby, in the county borough of Grimsby, bounded on the north by Pasture-street, on the east by Sheepfold-street, and on the south and west by the property of, or reputed to belong to, the Company. And the Bill will empower the Company to stop-up and to extinguish all rights of way in and over Bowling Green-lane, leading from Sheepfold-street to Pasture-street, and will vest the site and soil thereof in the Company.

In the county of Nottingham.

Additional lands at Saxondale Junction:—

Certain lands in the township of Saxondale, in the rural district of Bingham, adjoining the Nottingham and Grantham Railway of the Company on the southern side thereof, bounded on the north by the said Nottingham and Grantham Railway; on the south-east by the public road known as the Foss Way, leading from Leicester to Newark; and on the south-west and west by the property of, or reputed to belong to, the Great Northern and London and North Western Joint Committee.

Additional lands at Nuthall.

A strip of land in the parish of Nuthall, in the rural district of Basford, of an average width of about 22 yards, adjoining the Derbyshire and Staffordshire Railway of the Company, on the south-western side thereof, and extending from a point on the south-western boundary of the Company's property about 10 yards south-east of the Nuthall Sidings Signal Box, for a distance of about 345 yards measured in a south-easterly direction along the said boundary.

Additional lands at Awsworth Junction.

A strip of land in the parish of Greasley, in the rural district of Basford, of an average width of about 40 yards, adjoining the Derbyshire and Staffordshire Railway of the Company and their Pinxton Branch Railway on the northern side thereof, and extending from the bridge carrying High-street, Kimberley, over the said Derbyshire and Staffordshire Railway to a point on the northern boundary fence of the said Pinxton Branch about 185 yards west of the centre of the Awsworth Junction signal-box.

In the county of Derby.

Additional lands at West Hallam.

A triangular piece of land, of a maximum width at its eastern end of about 16 yards, in the parish of West Hallam, in the rural district of Shardlow adjoining the Derbyshire and Staffordshire Railway of the Company, on the southern side thereof, and extending from the mile post denoting 139½ miles from London to the road leading from Stanley to the Grange.

Additional lands at Heanor Branch Junction.

(a) A strip of land in the parish and borough No. 27249.

of Ilkeston, of an average width of about 30 yards, adjoining the Heanor Branch Railway of the Company on the north-western side thereof, and extending along the north-western boundary of the property of the Company for a distance of about 300 yards, measured along that boundary in a south-westerly direction from a point on the boundary about 170 yards south-west of the bridge carrying the road from Ilkeston to Manners Colliery, over the Derbyshire and Staffordshire Railway of the Company.

(b) Another strip of land, partly in the said parish of Ilkeston and partly in the said parish of West Hallam, in the rural district of Shardlow, bounded on the south-east by the said Derbyshire and Staffordshire Railway, on the north by the said Heanor Branch Railway, and on the south-west by the towing path of the Nutbrook Canal. The width of the said strip of land at its northern end is about 60 yards, and at its south-western end about 120 yards.

Additional lands at Hallam field.

Certain lands, in the said parish and borough of Ilkeston, adjoining the Stanton Branch Railway of the Company; bounded on the south-west by the Nutbrook Branch Railway of the Midland Railway Company, and on the north-west, north-east and south-east by the property of, or reputed to belong to, the Company.

Additional lands at Derby.

Certain lands and premises in the parish and county borough of Derby, bounded on the west and north by the property of, or reputed to belong to, the Company; on the east by the River Derwent; and on the south by the premises of the Britannia Foundry and Engineering Works. And the Bill will empower the Company to stop up and to extinguish all rights of way in and over so much of Duke-street as lies to the north of the junction of River-street and Duke-street and will vest the site and soil thereof in the Company.

In the West Riding of Yorkshire.

Additional lands at Wrenthorpe.

A strip of land, in the parish of Stanley, in the urban district of Stanley, of an average width of about 22 yards, bounded on the east by the property of or reputed to belong to the Company, on the north by Potovens-lane, and on the south by Fox-lane, or the continuation thereof.

Additional lands at Ardsley.

(a) Certain lands in the Parish of East Ardsley, in the urban district of Ardsley East and West, bounded on the north-west and north-east by the property of or reputed to belong to the Company, on the south-east by the boundary between the fields numbered 127 and 128 on the Ordnance map of the said parish to the scale of  $\frac{1}{2500}$ , published in 1894 (Sheet CCXXXIII., 6), and on the south-west by an imaginary line drawn parallel or nearly parallel to the centre line of the West Yorkshire Railway of the Company, and at a distance therefrom of about 128 yards measured in a south-westerly direction.

(b) Certain other lands in the said parish of East Ardsley, bounded on the north-west by the said boundary between the fields numbered 127 and 128, on the north and north-east by the property of or reputed to belong to the Company, and on the south by the southern boundary fence of the premises numbered 126 on the said Ordnance map,

and by an imaginary line drawn in continuation thereof in a westerly direction.

**Additional lands at Stauningley.**

Certain lands and premises, partly in the township of Branley, in the city and county borough of Leeds, and partly in the parish and urban district of Pudsey, belonging or reputed to belong to Charles Henry Slater, bounded on the north-west partly by the Bradford-road, otherwise Town-street, partly by the premises of the Town School, Stanningley, and partly by the premises numbered 6, 7, 8, and 9, in Wood's-square; on the south-west by Station-square; on the north-east partly by the premises of the said school, partly by the premises numbered 9 in Wood's-square, and partly by Wheeler's Yard and the premises numbered 4 therein; and on the south-east by other lands belonging or reputed to belong to Charles Henry Slater.

In the County of Lancaster.

**Additional lands at Manchester.**

Certain lands and premises, in the township of Manchester in the city and county borough of Manchester, on the east side of Southern-street, bounded on the east and south by the property of or reputed to belong to the Company, and on the north by the premises numbered 9 in Southern-street.

It is proposed to take compulsorily, for the following purposes, certain lands, reputed to be commonable lands, of which the following are the particulars:—

Purpose for which land required.	Name by which lands are known.	Parish in which situate.	Quantity within limits of deviation.			Estimated quantity to be taken.		
			A.	B.	P.	A.	B.	P.
New Road at Doncaster.	Crimpsall	Township of Doncaster	0	1	8	0	0	24
Additional lands at Offord	Offord Common	Offord Cluney	0	1	20	0	1	20

And the Bill will or may make special provision with respect to the bodies or persons to whom, and the mode in which payment shall be made, of the moneys payable as compensation for or in respect of the commonable rights over the said lands.

**Powers to the West Riding Railway Committee.**

To authorise the purchase by the West Riding Railway Committee, of the lands next hereinafter described, and to extinguish all rights of way and other rights in, over, under, or in relation to the said lands, or any of them (that is to say):—

In the West Riding of Yorkshire.

**Additional lands at Adwick.**

A strip of land, in the township of Adwick-le-Street, in the rural district of Doncaster, of an average width of about 17 yards, adjoining the railway of the Joint Committee at the western end of Carcroft and Adwick-le-Street Station; bounded on the south-east and south-west by the property of or reputed to belong to the Joint Committee, and on the north by the Old Ea Beck.

**Additional lands at Hemsworth.**

A strip of land, in the parish of Hemsworth, in the rural district of Hemsworth, of an average width of about 11 yards; adjoining the railway of the Joint Committee, on the

south-western side thereof, at Hemsworth Station, bounded on the south-east by Clay Flat Plantation, and extending along the south-western boundary of the said railway for a distance of about 455 yards, measured in a north-westerly direction from the said plantation.

To extend the powers of the Company for the compulsory purchase of lands for the purposes of the Railways numbered 1, 2, 3, 4, 5 and 6 (loop line, Eufield to Stevenage), authorised by the Great Northern Railway Act, 1898 (as deviated by the Great Northern Railway Act, 1899), and for the Railways numbered 7 and 8 (Railways at Finsbury Park), Railway No. 9 (Railway at Langwith), authorised by the said Act of 1898, for so much of the widenings of the main line of the Company as have not yet been completed, that is to say, Widenings A and B at Langley, widening at Hitchin, widening at Sandy, widening from Huntingdon to Abbots Ripton, widening from Wood Walton to Yaxley, widening of the Company's branch railway from Finchley to Edgware; and for the purchase of additional lands at Wood Green, New Southgate, Oakleigh Park, Hatfield and Sandy, respectively authorised by the Great Northern Railway Act, 1898.

The Bill will or may provide that every diverted or substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to maintain and repair the roads and footpaths for which they are respectively substituted, and that every new road shall be maintained and repaired by the same bodies or persons as are liable to maintain and repair the other streets, roads, footpaths or highways in the parishes, townships or places within which such new road or footpath will be situate, or as to all such new, diverted, or substituted roads or footpaths, by such other bodies or persons as the Bill may define or Parliament prescribe; and it will or may also provide that, as respects the said intended railways, and widenings of railways, the Company shall not be liable under the 46th Section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway or public carriage road which shall be carried over the said intended railways or widenings, or any of them, by a bridge or bridges, or the immediate approaches thereto, the levels of which said road or roads or approaches shall not be permanently altered so as to increase the gradient of any part thereof.

To empower the Company on the one hand, and any local authority (including in that expression any county, municipal, urban or rural district or parish council, or any municipal, highway or other public authority), and any company or person or persons, 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, and the taking of any lands in or by which they may respectively be interested or affected, and the contributing to the cost of such works and lands, the construction, maintenance and repair of any roads or footpaths, and to enable any such local authority to provide the necessary funds for the purposes aforesaid, or any of them, 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 at any time hereafter may be entered into for or in relation to any of the matters aforesaid.

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.

To enable the Company as to lands acquired by them alone, and the Company and any other company as to lands acquired or held by them jointly, under any Act relating to the undertaking of the Company, or of such other company or companies, to retain and hold, for a term or terms to be prescribed by the Bill, such of those respective lands as are not yet used or applied by them respectively.

The Bill will authorise the Company to raise further capital for the purposes of the Bill, and also for the completion of the lines of railway widenings 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 respectively; and the Bill will or may confer like powers on the Great Central Railway Company and on the West Riding Railway Committee, for the purposes of the Bill, so far as it relates to them.

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, 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railway Clauses Act, 1863; and it will or may repeal, alter, and enlarge such of the powers and provisions as may be deemed necessary of the following local and personal Acts (that is to say):—The Great Northern Railway Act, 1846, 9 and 10 Vict., cap. 71; and every other Act relating to the Company, or to their undertaking; the West Riding and Grimsby Railway (Transfer) Act, 1866, and any other Acts relating to the Company, and the Great Central Railway Company, or to the West Riding Railway Committee, and of any other Act or Acts which would interfere with the objects of the Bill.

Duplicate plans and sections, describing the lines, situations and levels of the proposed railways, widenings, 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 railway 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 regards the works to be executed, and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective clerks of the peace thereof, at their respective offices, also hereinafter mentioned (that is to say):—For the county of London, at the Sessions House, Clerkenwell; for the county of Middlesex, at the Guildhall, Broad Sanctuary, Westminster;

for the county of Hertford, at Hertford; for the county of Cambridge, at Cambridge; for the county of Huntingdon, at Huntingdon; for the parts of Holland in Lincolnshire, at Boston; for the parts of Kesteven in Lincolnshire, at Stamford; for the parts of Lindsey in Lincolnshire, at Lincoln; for the county of Nottingham, at Nottingham; for the county of Derby, at Derby; for the West Riding of the county of York, at Wakefield; for the county of Lancaster, at Preston; 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 areas hereinafter mentioned, in or through which the intended railways and other 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 officer respectively hereinafter mentioned (that is to say):—In the case of any county borough or other borough, with the town clerk of such borough, at his office; in the case of any urban district not being a borough, with the clerk of the district council, at his office; in the case of any parish having a parish council, with the clerk of the parish council, or if there is no clerk, with the chairman of that council; and in the case of any parish comprised in a rural district and not having a parish council, with the clerk of the district council, at his office. Any parish named in this Notice which is not a county or other borough, or an urban district, or is not stated to be in a county or other borough, or in an urban district, or in a rural district, is a parish having a parish council, with the clerk or chairman of which the before-mentioned deposit will be made, and such deposit will, if made with the clerk to the parish council, be made at his office, or if he has no office, at his residence, and if made with the chairman of the parish council, will be made 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, 1900.

R. HILL DAWK, King's Cross Station,  
London, and 29, Abingdon-street, West-  
minster, Solicitor.

DRYSON and Co, 9, Great George-street,  
Westminster, Parliamentary Agents.

Provisional Order—Session 1901.

Private Legislation Procedure (Scotland) Act,  
1899.

Scottish Provident Institution.

(New Tables; Constitution of Special Funds in respect of Different Classes of Assurances, and Provisions in relation thereto; Participation of certain Policies in Surplus Profits; New Provisions as to Date of Investigation of Affairs; Allocation of Surplus; Annual Meetings, and Appointment of Local Boards; Investment of Funds; Abolition of Office of Trustee, and Appointment of Extraordinary or Honorary Directors; Amendment or Repeal of Acts; and other Matters.)

NOTICE is hereby given, that application is intended to be made to the Secretary for Scotland by the Scottish Provident Institution in the month of December next, by Petition, for a Provisional Order under the above Act (hereinafter called "the Order") for all or some of the following among other purposes (that is to say):—

1. To enable the Institution or the Board of Directors thereof from time to time to alter or readjust the recorded tables of the Institution,

referred to in the deed of constitution of the Institution, dated 12th May, 1837, and subsequent dates, and in the laws and regulations of the Institution, or from time to time to prescribe or adopt new tables, and to substitute such tables for the said recorded tables of the Institution, and to define or to provide for defining the rights, privileges, and interests of existing and future members of the Institution consequent on such alteration, readjustment, or substitution.

2. To make provision for the constitution of separate or special funds in respect of assurances of any class granted by the Institution, and for the interest of the members of the Institution therein, whether such members are insured in respect of such special class or otherwise, and for the investment of such funds, and to provide for the position of such funds, and the rights and privileges or liabilities attaching thereto as respects the other funds and assets of the Institution.

3. To enable the Institution or the directors to allocate shares of surplus profits to any policy issued by them, whether contingent on any life surviving another or predeceasing or surviving any period, or on any other circumstance, and to make the persons interested in any such policies entitled to share in surplus profits of the Institution, and to amend the acts and laws and regulations of the Institution accordingly.

4. To make new provisions as to the periodical investigation of the Institution's affairs, and to provide that the same shall take place at the end of every seven years, or at the end of such other periods as may from time to time be prescribed by an annual general meeting, or by an extraordinary general meeting of members, or be defined in the Order, and also new provisions as to the mode of allocating the surplus profits ascertained at such investigation.

5. To make new provisions as to the dates of and mode of calling and holding of annual and other general meetings of the Institution, and the business to be transacted thereat.

6. To enable the board of directors to appoint local directors, whether members of the Institution or not, to be local directors of the Institution in the United Kingdom, or in India, or any colony, or dependency, or elsewhere, and to confer upon such local directors or upon officers of the Institution such powers with regard to accepting proposals, granting assurances or annuities, and execution of policies, obligations, and documents as the Board of Directors may think proper, or as the Order may prescribe, and to make any policies granted or obligations or contracts entered into subject to the law of any such dependency, colony, or place.

7. To alter, extend and enlarge the powers of the Institution, or of the Board of Directors, with regard to the investment of funds and to the purchase and holding of lands in England, Wales, or Ireland, and to define and explain what shall be deemed to be included in the expression "lands" for the purpose of any such investment.

8. To abolish the office of trustee created by the deed of constitution, and to enable annual general meetings of members to appoint honorary or extraordinary directors in such manner as may hereafter be prescribed in the laws and regulations of the Institution, or as may be defined in the Order, and to define and regulate or provide for the regulation of the duties, rights, and liabilities of such directors.

9. To vary or extinguish any existing rights and privileges which might interfere with or prevent the execution of the purposes of the Order, and to confer all such powers, rights,

and privileges as may be necessary for carrying the same into effect.

10. To alter, amend, and extend, or to repeal and re-enact with alterations, all or some of the provisions of the Scottish Provident Institution Acts of 1848, 1884, and 1893, and any other Act, charter, or deed relating to or affecting the Institution and the laws and regulations thereof.

The Petition and draft Order, together with printed copies thereof, will be deposited at the office of the Secretary for Scotland, Whitehall, London, on or before the 17th day of December next.

The subsequent procedure will be by way of Provisional Order, unless it is otherwise decided in terms of the Private Legislation Procedure (Scotland) Act, 1899, in which case the procedure may be by way of Private Bill, and this Notice will, subject to the Standing Orders of Parliament, apply to such Bill.

Dated this 15th day of November, 1900.

DUNDAS and WILSON, C.S., 16, St. Andrew-square, Edinburgh, Solicitors for the Order.

GRAHAM, CUREY, and SPENS, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Torrington and Okehampton Railway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Railways; Power to attach preference to part of authorized Capital; Change of 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 Torrington and Okehampton 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 Torrington and Okehampton Railway Act, 1895 (hereinafter called "the Act of 1895"), as extended by the Torrington and Okehampton Railway Act of 1898 (hereinafter called "the Act of 1898"), for the completion of the railways authorized by the said Act of 1895, as amended by the said Act of 1898, and for the compulsory purchase of lands required for the purposes of the said railways, and if and so far as may be necessary to revive such powers for the compulsory purchase of lands.

2. To authorize the Company to attach a preference or priority of dividend or interest or other special privileges to any shares or stock which they are by the said Acts or either of them authorized to create and issue.

3. To change the name of the Company.

The Bill will also vary and extinguish all rights, powers and privileges which are or may be inconsistent with or might interfere with its objects, and will confer other rights and privileges, and, so far as may be necessary or expedient, will alter, amend, extend, enlarge, or repeal some of the provisions of the said Act of 1895 and the said Act of 1898, and any other Act or Acts relating to the Company or their Undertaking.

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 15th day of November, 1900.

ARTHUR J. LAWMAN, Bideford, Devon;  
LE BRASSEUR and OAKLEY, 12, Newcourt, Lincoln's-inn;

Solicitors for the Bill.

REES and FRERE, 5, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

London County Council (General Powers).  
(Widenings and Improvements of Central Street (Saint Luke) and Brixton Road; Lands for Fire Brigade purposes and in connection with Thames Tunnel (Rotherhithe and Ratcliffe); enlargement of Brockwell Park; removal of wall or obstruction at Lambert Road (Brixton); compulsory purchase of Lands; purchase by Agreement; extension of time for compulsory purchase of lands Rosemary Branch Bridge (Regent's Canal); general and incidental powers; stopping of streets; underpinning; purchase of parts of property; special provisions as to purchase-money and compensation; method of fixing compensation for bad and insanitary houses; entry for survey and valuation; improvement rate or charge, method of defining and fixing same; recovery and collection of such charge and incidental provisions relating thereto; subways; contributions by Metropolitan Borough Councils; financial and miscellaneous provisions.)

**T**HE London County Council (in this Notice called "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to enable the Council to execute the Works in the County of London and to exercise the powers hereinafter stated, viz. :—

**Central Street (Saint Luke) Widening.**

To enable the Council to widen Central Street in the Parish of Saint Luke on the eastern side thereof between the junction therewith of Old Street and the junction therewith of Clarence Place.

To provide for contributions towards the said widening by the Council for the Metropolitan Borough of Finsbury.

**Brixton Road Widening.**

To enable the Council to widen Brixton Road in the Parish of Lambeth on the eastern side thereof between the junction therewith of Cranmer Road and the junction therewith of Camberwell New Road.

To enable the Council to throw into the public way or otherwise deal with the piece of land forming part of Kennington Park which is situate on the southern side of Camberwell New Road and the eastern side of Brixton Road, and so far as may be necessary for that purpose to amend the provisions of "The London Parks and Works Act, 1887," and any other Act relating to the said portion of Kennington Park.

**Purchase of Lands.**

To enable the Council to purchase and take by compulsion or Agreement the lands in the County of London hereinafter described for the purposes hereinafter stated namely :—

For the purposes of the Metropolitan Fire Brigade Acts:

- (a) Land in the Parish of Saint Paul Deptford situate on the south-western side of Evelyn Street adjoining and on the north-western side of Saint Luke's Church and known as No. 114 Evelyn Street;
- (b) Land in the same Parish bounded on the north-east by Lower Road Deptford on the south-east by Grimstead Road on the south-west by Deptford Park and comprising the premises known as Nos. 9, 10, and 11 Deptford Park Terrace;
- (c) Land in the parish of Saint Mary Abbot Kensington bounded on the north by the Kensington Palace Barracks on the west by the Wesleyan Chapel in Clarence Mews on the south by land and premises situate be-

tween the eastern end of Clarence Place and Brown's Buildings and on the east by the gardens at the rear of the houses in Kensington Palace Gardens.

For the purposes of and in connection with the erection of dwellings for persons of the labouring classes whose dwellings have been or will be removed for the purposes of "The Thames Tunnel (Rotherhithe and Ratcliff) Act 1900":

(a) Lands in the Parish of Rotherhithe bounded on the northern side by Rotherhithe Street on the eastern side by Swan Lane and on the southern and western sides by property belonging to the Council;

(b) Lands in the same Parish bounded on the northern side by Rotherhithe Street on the western side by Railway Avenue on the southern side in part by the premises known as No. 5 Railway Avenue and in part by Kenning Street and on the eastern side by property belonging to the Council. To enable the Council to purchase and take by compulsion or Agreement

(a) Lands partly in the Parish of Saint Paul Shadwell and partly in the Hamlet of Ratcliff and County of London and abutting on the River Thames; bounded on the north by Market Hill, on the west by the Shadwell Fish Market and lands used in connection with that Market, on the south by the River Thames, and on the east by Bell Wharf;

(b) Lands in the said Hamlet of Ratcliff bounded on the north by the property known as Batger's Confectionery Works or the Metropolitan Confectionery Works on the south by the passage leading from Butcher Row into Painters Rents and on the east by Butcher Row and on the west the court known as Painters Rents including that court and comprising the premises known as Nos. 10, 12, 14, 16 and 18 Butcher Row and 3, 4, 5, 6 and 7 Painters Rents

for the purposes of or in connection with "The Thames Tunnel (Rotherhithe and Ratcliff) Act 1900."

To empower the London Riverside Fish Market Company to sell to the Council or to exchange lands now used by them for the purposes of the Market belonging to that Company.

**Brockwell Park Enlargement.**

To authorise and provide for contributions by the Council and the Councils of the Metropolitan Boroughs of Camberwell Lambeth and Southwark towards the purchase of certain lands in the Parish of Lambeth and County of London adjoining and to the northward of Brockwell Park and lying between Brailsford Road Water Lane and Dulwich Road.

To enable the Council to hold the said lands subject to certain existing leases of parts thereof and to make such other provisions as may be necessary or desirable with reference thereto.

To provide for the transfer to and vesting in the Council of the said lands for the purposes of an open space or recreation ground to be added to and to form part of Brockwell Park and to make such provision as may be necessary for the management control and maintenance of the said lands.

**Extension of Time.**

To extend the time limited by "The London County Council (General Powers) Act 1898" for the compulsory purchase of lands in the

Parishes of Saint John Hackney Saint Leonard Shoreditch and Saint Mary Islington in the County of London for and in connection with the Reconstruction of Rosemary Branch Bridge (Regent's Canal) described in and authorised by that Act.

Lambert Road (Brixton) Removal of Obstruction.

To empower the Council to remove a wall across the western end of Lambert Road in the Parish of Lambeth together with any erections connected therewith.

To authorise and enable the Council on the one hand and the owner of the said wall to enter into and carry into effect any Agreement as to the removal of the said wall on such terms and conditions as may be agreed upon between them.

To provide that from and after the removal of the said wall the site thereof shall form part of the street called Lambert Road for all purposes of use by public traffic repair maintenance lighting cleansing and draining and to prohibit the erection of any other wall or obstruction in the said street or other streets in the vicinity.

General and Incidental Powers.

To enable the Council so far as they may deem necessary in connection with the said Improvements to alter and remove any drinking troughs lamp-posts railings and other buildings and erections upon the streets or lands shown on the deposited Plans. To enable the Council to divert alter or stop up and appropriate the sites and soil of any streets courts passages thoroughfares or alleys shown upon the said Plans.

Among other streets courts passages and places which may be stopped up and appropriated under the powers of the Bill are the following:—

In connection with the Improvement or widening of Central Street (Saint Luke): Whitby Court and George Yard; and in connection with the acquisition of lands in the said Hamlet of Ratcliff: Painters Kents, and Bell Wharf Stairs—

To enable the Council in connection with the proposed Works to make junctions with streets and diversions and alterations of streets both as regards line and level to construct subways and to alter and divert any tramway lines which may be situate in such streets both as regards line and level and to divert alter and remove sewers steps areas drains tubes wires and pipes.

To enable the Council to purchase by compulsion or Agreement all such lands houses and other property as may be required for the purposes of the Bill or as may be delineated upon the deposited Plans as intended to be taken and any easements over or affecting the same and to appropriate such lands for the purposes of the intended Improvements or the erection of buildings or otherwise as the Bill may define.

To enable the Council to deviate laterally and vertically from the line and levels of the intended Works shown upon the deposited Plans and Sections hereinafter mentioned.

To underpin support and otherwise strengthen walls and buildings near to or which may be affected by any of the proposed works without being required to purchase the same.

To incorporate and apply to the purposes of the intended Act with modifications and variations the provisions of the Lands Clauses Acts and to enable the Council to purchase so much only of any property as may be required for the purposes of the intended Act and to exempt the

Council 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 and to exempt the Council from the operation of Section 133 of "The Lands Clauses Consolidation Act 1845."

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Council.

To make any special provisions as to determining the purchase-money and compensation payable in respect of lands and property required for the purposes of the intended Act and to provide for limiting the amount thereof and claims in respect thereof in cases of recent buildings and alterations and recently created interests therein.

To provide that where houses or buildings of a bad or insanitary character or condition or situate in an unhealthy area are taken the purchase-money and compensation in respect thereof shall be assessed and determined according to the principles indicated in "The Housing of the Working Classes Act 1890" in reference to such houses or premises and to provide as to the procedure and tribunal by which such compensation shall be assessed.

To enable the Council and their officers to enter survey and value at any time lands and buildings shown on the deposited Plans and to obtain information as to the value and ownership.

To confer on the Council powers to erect or authorise the erection of hoardings or other works in streets during the execution of any of the intended Works.

To provide for the maintenance repair and lighting of the intended Works and Improvements and to charge the same upon the rates leviable within the Parishes or Metropolitan Boroughs in which they are situate.

To enable the Council to sell convey lease exchange and otherwise dispose of for building purposes or otherwise 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 enable the Council in selling or disposing of lands acquired by them for purposes of the proposed Improvements but not required for the actual Works to attach conditions as to the use thereof and to enable the Council to enforce such conditions by power of re-entry penalties or otherwise.

To provide that lands within the Improvement Area delineated on the deposited Plans in relation to the Central Street (St. Luke) widening Improvement and not purchased and taken by the Council under the powers of the Bill which may be increased in value by the said improvement shall be liable to have an Improvement Charge placed on such lands or some of them (in accordance with provisions set forth in the Bill) in respect or in consideration of any increased value which such lands may respectively derive from the improvement.

To authorise and provide for the making of a preliminary valuation of the lands liable to be charged without reference to any increase accruing or supposed to accrue thereto from the improvement and to provide for the separate valuation of land and buildings.

To enable the officers of the Council to enter

upon survey and value lands within the Improvement Area and to obtain information as to value ownership and other incidental matters.

To make provisions for ascertaining and determining the amount of the charge to be placed on the lands and for the levying and collection thereof.

To authorise the Council to frame an Assessment describing such of the lands delineated on the deposited Plans as in the opinion of the Council ought to bear and pay the said Improvement Charge.

To provide that the Council shall in such Assessment state and specify—

(a) The names of the owners lessees and occupiers of the lands described in the said Assessment so far as they can be ascertained;

(b) The amounts by way of charge which in the opinion of the Council ought to be charged upon such lands respectively;

and the Bill may provide for ascertaining the value of any such lands previous to and without reference to any change effected or to result from the Improvement and for the payment off of the charge and the revision thereof if not paid off.

To make various provisions as to the method in which objections may be made to the Assessment and for referring the Assessment to an Arbitrator to be appointed as defined in the Bill who shall have power to deal with all objections to the Assessment and to amend the Assessment and any resolution of the Council relating thereto.

To authorise and provide for amendments of the Assessment and for the making of a final Award by the Arbitrator.

To enable the owners and lessees of lands made subject to an Improvement Charge to require the Council in certain cases to purchase their estates and interests in the lands charged and to provide for the purchase of such estates and interests by the Council accordingly with provisions enabling the Council to abandon the proposed charge in certain cases.

To provide in determining the amount of the charge in certain cases for the consideration of any alleged decrease in the value of lands of the same owner or lessee.

To make provisions as to the recovery and collection of the amount to be charged which may be registered as a land charge under "The Land Charges Registration and Searches Act 1888" or to make other provisions for securing the same.

To provide for the apportionment of the charge as between various interests in the land charged the redemption and extinction of the charge the apportionment of rents and various incidental matters.

To apply to the Works or some of the Works proposed to be constructed under the powers of the Bill all or some of the provisions of "The London County Council (Subways) Act 1893" and to make such provisions applicable during as well as after the construction of the Works and to confer powers on the Council for requiring Gas Water Electric Light and other Companies to move into any subway constructed in connection with the intended Improvements any pipes or wires in any of the thoroughfares which will be affected under the Bill and to make similar provisions in the case of any subway or subways which may be constructed in connection with the widening or improvement of Mansell Street in the Parish of Saint Mary

Whitechapel by the Council or the Council of the Metropolitan Borough of Stepney.

Contributions by Metropolitan Borough Councils or Local Authorities.

To authorise and provide for contributions towards certain costs and expenses under the intended Act by the Councils of certain Metropolitan Boroughs.

To make all necessary provisions for raising any money required for any contributions from any Metropolitan Borough Council to the Council under the provisions of the intended Act for any of the purposes of the intended Act and to confer the necessary powers for collecting and recovering the amount of any such contributions and so far as necessary to authorise and provide for the borrowing of the sums required and for charging the amount of the contributions of the several Borough Councils upon the rates leviable within their Boroughs respectively or in such portion of such Boroughs as may be defined in the intended Act.

#### Financial.

To provide that all costs and expenses of the Council in the execution of the powers of the intended Act (except so far as they may be otherwise provided for) shall be defrayed as payments for general or special County purposes within the meaning of "The Local Government Act 1888" as may be defined in the intended Act.

To enable the Council from time to time (in accordance with the provisions of the Acts regulating the raising of money for capital purposes by the Council) to raise money by the creation and issue of Consolidated Stock to such amount as may be necessary for the purposes of the intended Act or to resort to the Consolidated Loans Fund and to make provisions as to the redemption of such Stock or repayment of loans and the payment of Interest or Dividend thereon out of the Consolidated Loans Fund and County Rate and to include in their estimates and precepts for the purpose of the County Rate such sums as may be requisite for those purposes.

#### Miscellaneous.

To authorise the making or provide for the confirmation of any Agreements between the Council and the Councils of the Metropolitan Boroughs or any or either of them with reference to any matters hereinbefore mentioned in which they are respectively interested.

To alter and amend so far as may be necessary for the purposes aforesaid "The Metropolitan Management Acts 1855 to 1893" and any other Acts relating to the Council and the Local Management of the Metropolis.

To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act.

Duplicate Plans and Sections describing the line situation and levels of the proposed Improvements and 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 (which Plans also show the lands and houses which may be rendered liable to have a special charge imposed upon them in connection with the Improvements) 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 London at his Office at the Sessions House Clerkenwell Green and on or before the same day a copy of the said Plans Sections and

Book of Reference together with a copy of this Notice will be deposited as follows, viz. :—

So far as relates to the Parish of Saint Luke with the Town Clerk of the Metropolitan Borough of Finsbury at his Office at the Town Hall, Rosebery Avenue, E.C.;

So far as relates to the Parish of Lambeth with the Town Clerk of the Metropolitan Borough of Lambeth at his office at the Town Hall, Kennington Green, S.E.;

So far as relates to the Parish of Saint Paul Deptford with the Town Clerk of the Metropolitan Borough of Deptford at his Office at the Town Hall, 20, Tanner's Hill, Deptford, S.E.;

So far as relates to the Parish of Saint Mary Abbot Kensington with the Town Clerk of the Metropolitan Borough of Kensington at his Office at the Town Hall, Kensington, W.;

So far as relates to the Parish of Rotherhithe with the Town Clerk of the Metropolitan Borough of Bermondsey at his Office at the Town Hall, Spa Road, S.E.;

So far as relates to the Parish of Saint Paul Shadwell and the Hamlet of Ratcliff with the Town Clerk of the Metropolitan Borough of Stepney at his Office at the Town Hall, White Horse Street, Commercial Road, E.

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

Dated this fifteenth day of November 1900.

G. L. GOMME, Clerk of the Council,  
County Hall, Spring Gardens, S.W.

DYSON and Co., 9, Great George Street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1901.

Sheffield District Railway.

(Power to attach Preferential Dividend to Part of Authorized Unissued Share Capital, or to create and issue New Preference Capital; to alter and modify the Amount of the Share and Loan Capital of the Company and the Rates of Dividend and Interest thereon; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Sheffield District Railway Company (hereinafter called "the Company") for an Act for exercising the powers and effecting the purposes or some of the purposes following (that is to say):—

To authorize the Company to attach a preference or priority of dividend to a portion of the authorized unissued share capital of the Company or if deemed expedient to create and issue additional share capital and to attach thereto such preference priority or other advantages as the intended Act may prescribe or Parliament may sanction.

To alter modify regulate or reduce the amount of the authorized share and loan capital of the Company and of the shares or stock debenture stock and borrowing powers of the Company and the rates of interest and dividends thereon and the preferences priorities powers rights and privileges attaching thereto respectively and to attach such new or other rates of interest dividend preferences priorities powers rights and privileges thereto as may be deemed necessary or expedient and to authorize the Company to create and issue permanent or terminable debenture stock in such

manner on such conditions and with such priority as may be prescribed by the intended Act.

The intended Act will incorporate some of the provisions of the Companies Clauses Consolidation Act 1845 the Companies Clauses Acts 1863 and 1869 and so far as may be requisite for any of the purposes thereof the intended Act will vary or extinguish all existing rights and privileges which may interfere with its objects and confer other rights and privileges and will alter amend enlarge or repeal some of the provisions of the Sheffield District Railway Acts 1896 1897 1898 and 1900 and of the Lancashire Derbyshire and East Coast Railway Act 1891 and of any other Acts relating to the Lancashire Derbyshire and East Coast Railway Company.

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

Dated this 15th day of November 1900.

DEVONSHIRE and Co., 1, Frederick's-  
place, Old Jewry, London, Solicitors.  
W. and W. M. BELL, 27, Great George-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1901.

Folkestone Corporation.

(Increase of the Council of the Borough; election of additional Aldermen and Councillors; the going out of office and rotation of existing and additional Aldermen and Councillors; audit of accounts of the Corporation.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Folkestone, in the County of Kent (hereinafter called "the Corporation"), intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To increase the number of the Councillors of the Borough by adding additional Councillors to all or some one or more of the existing wards of the Borough, and to increase the number of the Aldermen of the Borough, and to provide for the election of the additional Aldermen and Councillors, and for the going out of office and the rotation of the existing and added Aldermen and Councillors, or to make provision in the Bill for the doing and determining of the matters aforesaid or any of them.

2. To authorize the Corporation to resolve that in any year the accounts of the Corporation and of all Officers of the Corporation shall be audited by an auditor appointed by the Local Government Board instead of or in addition to the audit under the provisions of the Municipal Corporations Act, 1882.

3. The Bill will, so far as is necessary for the purposes aforesaid, vary and extend, or repeal, alter, and consolidate the provisions, or some of the provisions, of, among others, the following local and personal Act, that is to say:—

The Folkestone Improvement Act, 1855, and any Act or Order amending the same, and any other Acts and any Provisional Orders directly or indirectly relating to the Corporation, or to the Borough or any part thereof, and the Bill will or may incorporate with itself, with or without alteration, and either in extenso or by reference, such of the provisions as may be thought expedient of the Municipal Corporations Act, 1882, and any Act amending the same, and the Bill will vary and extinguish all rights and privileges which would interfere with any of its



objects and confer other rights and privileges.

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, 1900.

A. F. KIDSON, Town Clerk, Folkestone.  
Drson and Co., 9, Great George-street,  
Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

Leatherhead Gas.

(Dissolution and Re-incorporation of the Leatherhead Gas and Lighting Company Limited; Power to Supply Gas and Residual Products in the Urban District of Leatherhead and the Parishes of Mickleham, Great Bookham, Little Bookham, Effingham, Headley, and Fetcham, in the County of Surrey; Maintenance of Existing Gas Works; Supply of Stoves, Fittings, &c.; Breaking up Streets, &c.; Rates, Rents, and Charges; Supply of Gas in Bulk; Agreements with Local Authorities and others; Provisions as to Inspection and Regulation of Meters, Pipes, and Fittings; Defective Meters; Incorporation, Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Leatherhead Gas and Lighting Company Limited (hereinafter called "the Limited Company") for an Act for all or some of the purposes following (that is to say):—

1. To dissolve the Limited Company and to cancel and annul their Memorandum and Articles of Association, and any special resolution under which they are now acting, and to provide for the winding up, dissolution, and re-incorporation into a Company (hereinafter called "the Company") of the proprietors of the Limited Company or some of them, with or without other persons and corporations, and to confer upon the Company all necessary powers and authorities for the construction and maintenance of gas works and the supply thereof within the parish and Urban District of Leatherhead, and the parishes of Mickleham, Great Bookham, Little Bookham, Effingham, Headley, and Fetcham, or some part or parts thereof, in the county of Surrey (hereinafter called "the limits of supply").

2. To provide for the vesting in the Company of all the Undertaking, lands, works, mains, pipes, meters, machinery, apparatus, plant, stock, effects, buildings, rights, powers, privileges, easements, moneys, securities, choses in action, and other real and personal property, powers and authorities now vested in or belonging to or occupied or enjoyed by the Limited Company, or held in trust for them, together with the benefit of all contracts, agreements, and engagements entered into by or on behalf of the Limited Company, and to empower the Company to hold such lands and other property.

3. To make any provisions with respect to the capital, borrowed money, and shares of the Limited Company, which may be necessary or expedient, and to provide for the vesting and apportionment of such capital and shares, or of new shares or stock instead thereof, in and among the shareholders of the Company; and to enable the Company to raise further capital by shares, stock, borrowing on mortgage and debenture stock, and to attach to such shares and stock, or any part thereof respectively, a preference or priority of dividend and other rights and advantages; and to make provisions with respect to dividends thereon, and with respect to the regu-

lation and management of the affairs of the Company, and the creation of reserve and insurance funds.

4. To authorize the Company to continue, maintain, alter, improve, enlarge, extend, and renew or discontinue the existing gasworks of the Limited Company upon the lands upon which the same are erected, or any part thereof, and which are hereinafter described; and on those lands, or any part or parts thereof, to erect, lay down, make, maintain, alter, improve, enlarge, extend, and renew or discontinue with all necessary roads, approaches, sidings, and conveniences, gas works, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, lamps, lamp posts, burners, stop-cocks, machinery, and other works and apparatus and conveniences, and to do all such acts as they may think proper for making and storing gas, and for supplying gas of any kind or description, and for any purposes within the limits of supply, and to make, store, and supply gas accordingly, and to manufacture, sell, provide, supply, and deal in coke, tar, pitch, asphaltum, lime, ammoniacal liquor, sulphate of ammonia, and all other products or residuum of any materials employed in or resulting from the manufacture of gas; and also meters, stoves, fittings, tubes, pipes, and other articles and things in any way connected with gas works or with the supply of gas, as they may from time to time think fit; and to carry on the businesses usually carried on by gas companies, or which is or may be incident thereto or carried on therewith.

The lands above referred to are the lands now belonging, or reputed to belong, to the Limited Company, in the parish and Urban District of Leatherhead, in the county of Surrey, on which the works of the Limited Company are situate, and are

(a.) A piece of land containing 3 acres 2 roods and 26 perches or thereabouts, comprising the site of the existing gas works on the east side of Kingston road, and bounded on the north-east side by land belonging, or reputed to belong, to the London, Brighton, and South Coast Railway and London and South Western Railway Companies on the north-east side by a field belonging, or reputed to belong, to Mrs. A. F. M. Alderson and numbered 148 on the Ordnance map scale  $\frac{1}{2500}$  Second Edition, 1895, of the parish of Leatherhead, on the south-east side by four cottages and gardens belonging, or reputed to belong, to Mrs. Esther Lawrence, and by a field belonging, or reputed to belong, to Mr. Arthur John Killick, and numbered 146 on the same map, on the east side by the same field, on the south side by a shed and garden ground, and a cottage and garden belonging, or reputed to belong, to Mrs. Esther Lawrence, and on the west by the said Kingston-road; and

(b.) A piece of land containing 1 rood and 5 perches or thereabouts comprising the site of the existing gas works on the west side of the said Kingston-road, and bounded on the south side by a road leading to a disused brickfield belonging, or reputed to belong, to the London Brighton and South Coast Railway Company and in the occupation of Mr. John Henderson and Mr. John Robert Mole, and numbered 162 on the Ordnance map, scale  $\frac{1}{2500}$ , Second Edition, 1895, of the parish of Leatherhead, on the west side by the said disused brickfield, on the north side by a cottage and garden in the occupation

of Mr. Alfred Wafforn, and on the east side by the Old Station-road.

5. To empower the Company to purchase by agreement, and hold and to take on lease, such additional lands and hereditaments within the limits of supply as they may require for the purposes of their gas works and Undertaking; to hold any of the lands and hereditaments aforesaid; and to sell, let, or dispose of, any lands and hereditaments not required for the purposes of the Company, and to empower the Company to erect, fit up, maintain, and let houses, cottages, and dwellings for the officers, servants, and workmen of the Company, and for any of the purposes of their Undertaking.

6. To authorize the Company to maintain, alter, and renew, or make extensions of, or take up and discontinue any existing mains, pipes, pillars, and other works of the limited Company, whether situate within or without the limits of the supply, and to lay down, make, and maintain, and from time to time renew or discontinue, new or additional mains, pipes, pillars, and other works in, along, through, over and under, and for those purposes and any other purposes in connection with their Undertaking, to open and break up, cross, alter, or stop up all main and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the limits of supply.

7. To empower the Company to manufacture, hire, let, or sell, and deal in, fit up, or repair meters, fittings, and other apparatus for supplying or measuring gas, and engines, stoves, pipes, and other apparatus for warming, lighting, cooking, and for motive power and other purposes, and to execute and do any work or services in connection therewith, and to demand and take and recover rates, rents, and charges, differential or otherwise, for the supply of gas, and for the sale of gas and residual products, and for the hire of gas meters, fittings, stoves, engines, and other apparatus, and for services performed by the Company, and to confer, vary, or extinguish exemptions from the payment of any such rates, rents, and charges, and to allow discounts or rebates to consumers for prompt payment, and to recover rates, rents, and charges due to the Limited Company, and to confer, vary, and extinguish other rights and privileges.

8. To enable the Company to take, purchase, hold, and use patent rights or licences, or authorities under letters patent for the use of inventions relative to the manufacture, conversion, utilization or distribution of gas and of such materials and residual products as aforesaid.

9. To enable the Company to enter into and carry into effect contracts and arrangements for the supply of gas in bulk or otherwise for any purpose whatsoever with any Corporation, County Council, or Sanitary Authority, Railway Company, or any other Company, body, or person 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 Bill will confer all necessary powers in that behalf upon all such Corporations, Authorities, 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, and raise additional funds by rates or otherwise, and the Bill will sanction and confirm with or without modification any agreements already made or which prior to the passing of the Bill may be made, touching the aforesaid matters, or any of them.

10. To make provision with reference to notices of discontinuance of a supply of gas, and for securing the payment of gas rates, rents, and charges, and for the prepayment thereof in certain cases and with respect to the registration and measurement of gas and the testing of meters, and to confer upon the Company the same powers of laying down and maintaining mains, pipes, and apparatus in roads not dedicated to the public as are conferred by the Gasworks Clauses Act, 1847, in respect of public roads.

11. To exempt from liability to distress engines, fittings, stoves, cookers, machinery, and apparatus supplied or let by the Company—for the representation of the Company in bankruptcy and other proceedings—to empower the Company to refuse to supply persons in debt to the Company in respect of other property—and to enter upon lands and premises in certain cases, to remove or inspect any pipes and works belonging to the Company, and for other purposes.

12. To confer upon the Company all other necessary powers and authorities for the manufacture, production, storage, and supply of gas for all domestic, trading, public, and other purposes within the limits of supply.

13. To make provision in regard to the price by sliding scale or otherwise, pressure, quality, and testing of gas.

14. 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 Bill, and to confer other rights and privileges.

15. To incorporate with the Bill all or some of the provisions of the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Companies Clauses Consolidation Acts, 1845 to 1889, and so far as may be necessary or expedient to alter, amend, or extend all or some of the provisions of those Acts or any of them.

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

Dated this 15th day of November, 1900.

HARGREAVES, CROWTHER, and JORDAN,  
18, Abingdon - street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1901.

Henry Diaper and Company  
(Delivery Warrants.)

(Issue of Negotiable Certificates and Warrants for the delivery of Goods, and defining the rights of Holders of such Certificates and Warrants, and for other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session by Egbert Harvey, carrying on business at 20, Tower-buildings, Water-street, Liverpool, as Henry Diaper and Company, Warehouse Keepers and Storers of India Rubber and other goods, for an Act for the following purposes or some of them (that is to say):—

To empower the said Egbert Harvey and all other persons who shall from time to time carry on business in partnership with him or in succession to him, and any company which may from time to time carry on business in succession to him or them, whether under the style of Henry Diaper and Company, or under any other name or style (the said Egbert Harvey and the other persons and companies aforesaid being hereinafter referred to as "the Firm"), to issue, and deliver to persons warehousing or depositing goods in or upon any warehouse or premises of the firm, or to persons entitled to any goods so warehoused or deposited, certificates of such

goods being so warehoused or deposited, or warrants for the delivery of such goods or of any part thereof.

To provide that every such certificate or warrant shall be deemed to be a document of title to the goods specified therein and be transferrable by endorsement or special endorsement; and further to provide that every holder of such certificate or warrant, whether the person named therein or the bearer of any such certificate or warrant bearing an open endorsement or the endorsee of any such certificate or warrant bearing a special endorsement, shall (subject to the payment of the rent and charges payable to the firm in respect of such goods) have the same right to the possession and property of such goods as if they were deposited in or upon his own warehouse or premises, or to make other provision with regard to the issue and negotiability of such certificates or warrants, for defining the property in the goods mentioned therein, and the rights of the holders of such certificates or warrants.

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

Dated this 17th day of November, 1900.

ALSO, STEVENS, HARVEY and CROOKS,  
14, Castle-street, Liverpool, Solicitors  
for the Bill.

SHARPE, PARKER, PRITCHARDS, BARHAM  
and LAWFORD, 9, Bridge-street, West-  
minster, Parliamentary Agents.

Board of Trade.—Session 1901.

Slough Gas.

(Provisional Order.)

(Additional Capital; Incorporation and Amendment of Acts; and other purposes.)

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

To authorize the Company to raise additional capital for the purposes of their Undertaking by the creation and issue of new shares or stock, and by borrowing on mortgage or by the creation and issue of debenture stock or by some of such means, and to attach to such new shares, stock, or mortgages, or some part thereof, any preference or priority in the payment of dividends, and such other rights and privileges as may be defined in the Order.

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

To incorporate with the Order, so far as applicable, and except so far as varied thereby, all or some of the provisions of the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, and the Companies Clauses Acts, 1845 to 1889, and to alter, amend, or repeal the provisions of the Slough Gas Act, 1866, and of the Slough Gas Orders, 1884 and 1898, and any other Act or Order relating to the Company or their Undertaking.

Notice is hereby further given that, on or before the 30th day of November, 1900, a copy of this notice, as published in the London Gazette, will be deposited for public inspection at the office of the Board of Trade, Whitehall-gardens, London, and at the office of the Clerk of the Peace for the county of Buckingham, at Aylesbury.

And notice is also given that on and after the 23rd day of December, 1900, printed copies of the Draft Provisional Order, as deposited with the Board of Trade, can be obtained by all persons applying for the same at the offices of the undersigned on payment of one shilling for each copy, and that after the Board of Trade have made the Provisional Order, printed copies thereof will be supplied to all persons applying for the same at the offices aforesaid at the above-mentioned price.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections 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 next ensuing. Copies of their objections must at the same time be sent to the promoters, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been forwarded to the promoters or their agents.

Dated this 15th day of November, 1900.

R. H. BARRETT, Solicitor, Slough.

GRAHAMES, CUREY, and SPENS, 30,  
Great George-street, Westminster,  
Parliamentary Agents.

Light Railway Commissioners.

November, 1900.

Halesowen Light Railways.

NOTICE is hereby given, that application is intended to be made in the month of November, 1900, to the Light Railway Commissioners by the Rural District Council of the Rural District of Halesowen, in the county of Worcester, whose address is the Council Offices, Halesowen, aforesaid (hereinafter called "the Council"), for an Order under the Light Railways Act, 1896, authorising Light Railways in and adjacent to the Rural District of Halesowen.

The following is a general description of the proposed railways and of their termini:—

Railway No. 1.—Commencing in the parish of Lutley in Hagley-road at the intersection of the Halesowen Rural District boundary, and passing thence along Hagley-road, Hagley-street, Birmingham-road, Rumbow, Whitehall, and Birmingham-road, and terminating in Birmingham-road, at the intersection of the county borough boundary.

Railway No. 2.—Commencing by a junction with Railway No. 1 in Whitehall at a point opposite the intersection of the centre lines of New-road and Whitehall, and passing thence along New-road, Stourbridge-road, and terminating in Stourbridge-road at the Halesowen Rural District boundary.

Railway No. 3.—Commencing by a junction with Railway No. 2 in Stourbridge-road at a point near the intersection of the centre lines of Colley-lane and Stourbridge-road, and passing thence along Colley-lane, High-street, and Bridge-street, and terminating on the bridge over the River Stour at the Rural District boundary.

Railway No. 4.—Commencing by a junction with Railway No. 1 in Whitehall, at a point near the intersection of the centre lines of the Dudley-road and the Birmingham-road, and passing thence along the Dudley-road and Halesowen-road, and terminating in the Halesowen-road at the Rural District boundary.

Railway No. 5.—Commencing by a junction with Railway No. 1 in Birmingham-road at a point near the intersection of Birmingham-road and Bromsgrove-street, and passing

thence along Bromsgrove-street, and terminating in Bromsgrove-street at the Rural District boundary.

Railway No. 5A.—Commencing by a junction with Railway No. 4 in Dudley-road at a point near the junction of Dudley-road and Birmingham-road, and passing thence along Dudley-road across Birmingham-road and along Bromsgrove-street, and terminating by a junction with Railway No. 5 in Bromsgrove-street, at a point near the junction of Bromsgrove-street with Birmingham-road.

Railway No. 6.—Commencing by a junction with Railway No. 1 in Hagley-street, at a point near the junction of Great Cornbow and Hagley-street, and passing thence along Great Cornbow and terminating by a junction with Railway No. 5 in Bromsgrove-street at a point near the junction of Bromsgrove-street and Great Cornbow.

Railway No. 7.—Commencing by a junction with Railway No. 1 in Hagley Street, at a point near the junction of Birmingham-road, High-street, and Hagley-street, and passing thence along High-street and Church-street, and terminating by a junction with Railway No. 2 in Stourbridge-road, at a point near the junction of Church-street and Stourbridge-road.

Which railways will be made or pass from, in, through, or into the following parishes or places, or some of them, that is to say, the parishes of Lutley, Hasbury, Halesowen, The Hill, Quinton, Hawne, and Cradley, in the Rural District of Halesowen, and the parish of Hunnington, in the Rural District of Bromsgrove, and the Parish of Warley, in the Urban District of Oldbury, all in the county of Worcester.

The proposed railways are intended to be constructed along the streets or roads above-mentioned, and for the purposes of the construction of the said railways the Council do not seek to acquire any lands or any rights or interests in such streets or roads other than a right or easement in perpetuity for breaking up the surface of and utilising such streets and roads, and constructing, maintaining, working, and using the railways and works connected therewith.

The railways will be constructed on a gauge of 3 feet 6 inches. The motive power proposed to be used on the railway is animal, electrical, or any mechanical power. Plans and sections of the proposed works, plans of the lands proposed to be taken, and a book of reference to the plans, will be deposited on or before the 30th November instant at the Council Offices, Halesowen, and may be seen at all reasonable hours, and copies of the draft Order will be deposited, on or before the same day, at the same Offices and at the Offices of the undersigned, Messrs. Baker Lees and Co., 54, Parliament-street, Westminster, S.W., where they can be obtained on payment of 1s. per copy.

Any objections to the application should be made in writing to the Light Railway Commissioners, and be written on foolscap paper on one side only, and should be addressed and sent to the Secretary, Light Railway Commissioners, 54, Parliament-street, London, S.W., as soon after the 30th November instant as possible, and at the same time a copy of such objections must be sent to the Council or the said Messrs. Baker Lees and Co.

Dated this 14th day of November, 1900.

E. H. GROVE, Solicitor, Halesowen.

BAKER LEES and Co., 54, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

West Cumberland Electric Tramways.

(Incorporation of Company; Construction of Tramways and Tramroads in West Cumberland; Gauge Motive Power; Breaking up of Streets and Roads and Bridges; Additional Passing Places; Temporary Tramways; Bye-Laws; Special Provisions as to Purchase of Tramways by Local Authorities; Tolls, Rates, Dues and Charges on Tramways and Tramroads; Construction of Street and Road Improvements; Commons; Agreements with Local and Road Authorities; Power to Establish Generating Stations and to Supply Electricity in the Urban District of Holme Cultram and certain Parishes in Cumberland; Compulsory Purchase of Lands and Easements; Breaking up Streets, Roads, and Bridges, and Exercise of other Powers; Tolls, Rates, Dues, and Charges; Provisions as to Supply Agreements with and Powers to Local Authorities, Companies and Bodies; Incorporations and Amendment of Acts and other matters.)

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 amongst other purposes.

1. To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to make, lay down, form, maintain, work and use all or some of the tramways and tramroads hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing places, posts, brackets, wires, waiting rooms, stations, sidings, stables, carriage houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, apparatus, machinery, appliances, works, and conveniences connected therewith respectively.

In this Notice where any distance is given with reference to the intersection of any streets the distance (unless otherwise stated) is to be taken as measured from the point at which lines drawn along the centres of the two streets, and continued, would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street, and all distances and lengths stated in the following descriptions in this Notice are to be read as if the words "or thereabouts" had been inserted after each such distance or length.

The tramways and tramroads proposed to be authorised are the following, that is to say:—

Tramway No. 1.—Commencing in the urban district of Cleator Moor, in the parish of Cleator, at the intersection of Frizington-road, Trumpet-road, and Ennerdale-road respectively, and passing thence westwardly along Ennerdale-road, High-street, Leconfield-street, and Whitehaven-road, and terminating on Keele (New) Bridge, immediately above the centre of Keele Beck, at the boundary of the parishes of Cleator and Hensingham.

Tramway No. 2.—Commencing by a junction with Tramway No. 1 at its termination, and passing thence north-west along the main road from Cleator Moor to Whitehaven, past Keele-terrace and Richmond-hill, to and through the main street of the village of Hensingham, and terminating at a point in such street opposite Beckbottom, at the boundary line of the borough of Whitehaven.

Tramway No. 3.—Commencing by a junction with Tramway No. 2 at its termination, and passing thence northerly along Hensingham-road, Inkerman-terrace, Back Corkickle, Flatt Walks, Lowther-street, north-westwardly along

Scotch-street, westwardly along Duke-street, thence along Tangier-street, Bransty-row, and the New-road, past Lonsdale-place, and terminating in such road at a point 4·2 chains south-east from the cottage called Bransty Toll Bar, at the boundary line of the borough of Whitehaven.

Tramway No. 4.—Commencing by a junction with Tramway No. 3 at its termination, and passing thence northerly along the New-road and the main road from Whitehaven to Cockermouth, through the village of Moresby, and terminating in such road on Barnhill Bridge at the boundary line of the parishes of Moresby and Distington.

Tramway No. 5.—Partly a tramway and partly a tramroad, commencing by a junction with Tramway No. 4 at its termination, and passing thence northerly on the main road from Whitehaven to Cockermouth, past the Robin Hood public-house at Barnhill, thence along the waste land on the west side of the said main road to the road leading to Hayes Castle Farm, and thence along the main road through the village of Distington, and terminating at a point on the said main road opposite the Old Toll Bar House, at the junction of that road with the road to High Harrington, where the boundary line between the parishes of Distington and Workington Rural intersects the said road.

Tramway No. 6.—Partly a tramway and partly a tramroad, commencing by a junction with Tramway No. 5 at its termination, and passing thence north-east along the road side waste on the south side of the main road from Whitehaven to Cockermouth, as far as Lilly Hall, and thence along the road side waste on the east side of the main road to Workington, as far as a point 4·7 chains south of the south-east corner of the public-house called the "Bread and Beer" house, and thence along the main road to Workington, and terminating in that road at a point 6 chains north-west of the occupation road to Schoose Cottages, where the boundary line of the borough of Workington intersects the said road near Richmond-hill.

Tramway No. 7.—Commencing by a junction with Tramway No. 6 at its termination, and passing thence north-west along the main road from Whitehaven to Workington, and along High-street, Cross-hill, Guard-street, Washington-street, Pow-street, and Bridge-street, as proposed to be widened, Hall Brow, over Workington Bridge, and along Calva Brow, and terminating in that Brow 17·6 chains from the north-west end of Workington Bridge, where the boundary line of the borough of Workington intersects the said road near Calva House.

Tramway No. 8.—Partly a tramway and partly a tramroad, commencing by a junction with Tramway No. 7 at its termination, and passing thence northward along Calva Brow, the road to Low Seaton, the road to High Seaton, and along Flimby-road to a point in such road 38·7 chains north-eastward from the lodge of Seaton Villa, and thence along the waste on the south side of Flimby-road to the junction of that road with the road from Seaton to Dearham; and thence along Flimby-road and terminating at a point in such road 7·8 chains north from the junction of that road with the road from Seaton to Dearham where the boundary line of the parish of Flimby crosses the said Flimby-road near Gillhead Colliery.

Tramway No. 9.—Commencing by a junction with Tramway No. 8 at its termination, and passing thence north-westward along Flimby-road and that road as proposed to be widened at the junction of that road with the road from Flimby to Dearham, and thence along the Flimby-road

and terminating in that road at a point 31·5 chains from Church-road, Flimby.

Tramroad No. 10.—Commencing by a junction with Tramway No. 9 at its termination, and passing thence across the fields numbered 225, 226, 229, 228, 227 and 247 on the  $\frac{1}{2500}$  Ordnance map (Second Edition, 1900) of the parish of Flimby and across Church-road, and passing thence across the fields numbered 252, 253, 245, 244, 243 and 256, and the road numbered 255 on the Ordnance map above referred to, and terminating in Ryehill-road at the junction of Brook-street, Flimby.

Tramway No. 11.—Commencing by a junction with Tramroad No. 10 at its termination, and passing thence north along Ryehill-road and the road to Maryport, and terminating at a point 10 chains south of Collins-terrace, where the boundary line of the urban district of Maryport intersects the road near the Solway Iron Works.

Tramway No. 12.—Commencing by a junction with Tramway No. 11 at its termination, and passing thence north along the road from Flimby to Maryport over the railway bridge and the bridge over the River Ellen along Station-street, Curzon-street, and Netherhall-road, and terminating at a point on that road 1·5 chains south of the west corner of Ellen-grove Villa, where the boundary line of the urban district of Maryport intersects the said road.

Tramway No. 13.—Commencing by a junction with Tramway No. 12 at its termination, and passing north along the main road from Maryport to Allonby, and terminating at a point on such road 7·5 chains north of the entrance to the cemetery, in the parish of Crosscanonby.

Tramroad No. 14.—Commencing by a junction with Tramway No. 13 at its termination, and passing along the main road from Maryport to Allonby, and thence along the open ground or common or commonable land on the north-west side of such road to a point 1 chain south of Staith Bridge, and thence along the Allonby-road and over the Staith Bridge and along the Allonby-road to a point 10 chains north of Staith Bridge, and thence along the open ground or common or commonable land on the north-west side of that road, and thence on to that road and terminating in that road at a point 2 chains south of the south-west corner of the Corn Mill at Allonby.

Tramway No. 15.—Commencing by a junction with Tramroad No. 14 at its termination, and passing north along Allonby-road across the bridge as proposed to be constructed over Allonby Beck, and thence passing north along the main street of Allonby and along the main road from Allonby to Silloth, and terminating in that road at a point 1 chain north of the north-west corner of the Congregational Chapel at Allonby.

Tramroad No. 16.—Commencing by a junction with Tramway No. 15 at its termination, and thence passing along the open land or common or commonable land on the west side of the main road from Allonby to Silloth over Cross Beck, and thence along the open ground or common or commonable land on the west side of the last named road, and along the waste land on the west side of that road near Mawbray Cote and Mawbray-yard, and thence along the open ground or common or commonable land on the west side of that road and on the west side of the footpath leading from that road across Wolsty Bank and Blitterlees Bank to West Silloth, and terminating on the road to Silloth, near West Silloth, and at the junction of that road with the road from Greenrow.

Tramway No. 17.—Commencing by a junction with Tramroad No. 16 at its termination, and passing thence north along the main road to Silloth over the railway bridge, and thence along the same road and Eden-street and terminating in that street at a point 1 chain from Criffel-street.

The said tramways and tramroads will be situate in the parishes or townships of Cleator, Hensingham, Whitehaven, Moresby, Distington, Workington Rural, Workington, Cloffocks, Seaton, Flimby, Ellenborough and Ewanrigg, Netherhall, Crosscanonby, Oughterside and Allerby, Hayton and Mealo—Allonby, Holme St. Guthberts, and Holme Low, and in the urban districts of Cleator Moor, Maryport, and Holme Cultram, and in the boroughs of Whitehaven and Workington, all in the county of Cumberland.

2. Between the following points the said tramways and tramroads will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the path on the side or sides hereinafter mentioned of such streets or roads and the nearest rail of the tramway or tramroad.

#### Tramway No. 1.

- (A) On both sides in High-street between points 2·6 and 5·6 chains eastward of Todholes-road and points 0·3 and 4·3 chains westward of Market-street;
- (B) On both sides in Leconfield-street from a point 6·5 chains eastward of Crossfield-road to a point 6·2 chains westward of that road, and between points 9·3 chains and 12·5 chains westward of Crossfield-road, and between points 2·1 chains and 7·7 chains eastward of Bowthorn-road;
- (C) On both sides of Whitehaven-road from a point 1·5 chains eastward of the road to Whinnyhill and Mill Hill and a point 1·5 chains westward of such road.

#### Tramway No. 2.

- (A) On both sides of Keekle Bridge throughout;
- (B) In the main road from Cleator Moor to Whitehaven on the south, south-west, east, and west sides thereof from a point 1·3 chains north of the north end of Keekle-terrace to a point opposite Beckbottom. On the north side between points 1·5 chains eastward and 1·5 chains westward of the road to Frizington, and between points 1·5 chains eastward and 1·5 chains westward of the road to Overend. On the west side between points 4·5 chains and 7·5 chains south of the guide post at Richmond Hill-road end and between points 1·5 chains northwards and 1·5 chains eastwards of the road to Egremont.

#### Tramway No. 3.

- (A) In Hensingham-road on the south-west side throughout;
- (B) In Lukerman-terrace on the south-west side throughout;
- (C) In Back Corkickle on the south-west side throughout;
- (D) In Flatt Walks on the south-west side throughout;
- (E) In Lowther-street on both sides between points 1·5 chains and 4·5 chains westwards of the entrance gates of Whitehaven Castle;
- (F) In Scotch-street on both sides between points 4 chains and 7 chains northwards of Lowther-street;
- (G) In Duke-street on both sides between Queen-street and Duke-street;
- (H) In Tangier-street on west side throughout;

(I) In Bransty-row on the west side throughout;

(J) In New-road on the west side throughout.  
Tramway No. 4.

(A) In Cockermouth-road on the west side throughout, on the east side between points 3·1 chains and 0·1 chain west of the road to Millgrove.

#### Tramway No. 5.

On Cockermouth-road on the west side throughout. On the east side between the entrance to Prospect Lodge northwards to a point 3·3 chains southwards from the road leading to Leeds Bridge.

#### Tramway No. 6.

On the east side of the road to Workington throughout. On the west side of the road to Workington from the "Bread and Beer" house to a point 3 chains southwards, from a point 0·3 chain southwards of the road to Winscales from Castle Gardens Bridge to a point 21 chains north of the entrance of Castle Lodge.

#### Tramway No. 7.

(A) On both sides of the road from Whitehaven to Workington High-street, Cross-hill, Guard-street, Washington-street, both sides, between points 1 and 4 chains southwards from Pow-street, both sides of Pow-street and Bridge-street as proposed to be widened, Hall Brow and Workington Bridge throughout;

(B) On the west side of Calva Brow throughout.

#### Tramway No. 8.

(A) On the west side of Calva Brow and the road to Low Seaton, and the road to High Seaton throughout;

(B) On the east side of the road to Low Seaton, between points 0·1 chain and 3·1 chains north of the road to Prospect House;

(C) On the south side of the road through Low Seaton from the corner of the cottages opposite to the Royal Oak Inn to a point 3 chains south thereof;

(D) In Flimby-road on the north side thereof, between High Seaton and a point 38·7 chains northwards from the entrance gate of Seaton Villa, and on the south side from a point 38·7 chains from the entrance gate of Seaton Villa and the termination of the tramway.

#### Tramway No. 9.

(A) On the west and south sides of Flimby-road throughout;

(B) On the north side of Flimby-road, between points 0·1 chain and 3·1 chains from the road from Flimby to Dearham westwards.

#### Tramway No. 11.

(A) On the west side of Ryehill-road and the road to Maryport throughout;

(B) On the east side of Ryehill-road from a point opposite the centre of the school to a point 3 chains northwards;

(C) On the east side of the road to Maryport, between points 7 chains and 10 chains north of the entrance gates of Flimby Lodge, and between points 3·30 chains and 6·30 chains northwards of the mile one denoting 5 miles from Workington, and for a distance of 1·5 chains and 4·5 chains southwards from its termination.

#### Tramway No. 12.

(A) On the west side of the road from Flimby to Maryport throughout. On the east side between Garner-street and Grasslot, and between points 5 chains and 8 chains south of Station-street;

(B) On both sides of the bridge over the River Ellen throughout;



- (c) On both sides of Station-street;  
 (d) On both sides of Carzon-street between points 3·1 chains and 0·1 chain south of Wood-street;  
 (e) On the west side of the road to Allonby throughout. Also on the east side between points 13 chains and 10 chains northward from the entrance gates of Netherhall.

## Tramway No. 13.

On the west side of the road to Allonby throughout. On the east side of the road to Allonby between 20 and 23 chains northwards, also between 40 and 43 chains northwards from Ellen-grove Villa.

## Tramway No. 14.

On the west side of the road to Allonby from Mealo Beck to a point 10·5 chains north of the same Beck.

## Tramway No. 15.

(A) On the west side of the road to Allonby and the main street of Allonby, and the road to Silloth throughout;

(B) On the east side of the road to Allonby for a distance of 3 chains north from the commencement of the tramway.

## Tramroad No. 16.

On the west side of the road from Allonby to Silloth, between a point 0·1 chain south and a point 16·9 chains north of Mawbray Cote Bridge.

## Tramway No. 17.

On the west side of the main road to Silloth throughout.

3. To empower the Company for the purposes of the proposed tramways to alter the level of the road from Whit-haven to Cocker-mouth, in the parish of Distington, at the point where the London and North Western and Furness Joint Railways and the Cleator and Workington Junction Railway cross over that road.

4. The proposed tramways (which expression shall in this Notice include "tramroads" except where the context otherwise requires) will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run therein carriages or trucks adapted for use on railways.

5. To empower the Company to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the intended tramways, or any of them, or for facilitating the passage of traffic in the streets and roads, and providing access to the stables, engine houses, carriage houses, sheds, and works of the Company, or for forming junctions with other tramways.

6. To empower the Company, when by reason of the execution of any works in or alteration of any street, road, highway or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway, and to make and lay down in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

7. To empower the Company from time to time to take up and remove any of the tramways or any part or parts thereof respectively, and to relay the same, or to construct any tramway in such part of the street or road as the Company may think fit.

8. To empower the Company to lay down double in lieu of single lines and single in lieu of double lines, or interlacing lines in lieu of double or single lines.

9. To authorise the Company to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently), and inter-

ferre with streets, roads, highways, carriageways, railways, tramways, footpaths, bridges, water courses, sewers, drains, pavements, mains, pipes, telegraphs, telephones and apparatus within the townships, parishes, boroughs, districts and county aforesaid, for the purposes of constructing and maintaining the proposed works, or any of them, or otherwise for the purposes of the intended Act

10. To provide for the repair by the Company or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any of their tramways may for the time being be laid; and to authorise the Company and such persons, bodies, and authorities, and the owners of and other persons interested in lands adjoining or near to the tramways, to enter into and carry into effect agreements with reference to the matters aforesaid, and to the construction, maintenance, and use of sidings, junctions, works, and conveniences.

11. To empower the Company to work the tramways by animal power, and by electrical, mechanical, or other motive power, and partly by one such power and partly by another such power.

12. To empower the Company to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place (whether a tramway is laid therein or not) and lands, and to attach to any house and building such posts, conductors, transformers, feeders, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface, and to attach to any house, bridge, or building such supports, brackets, and fittings as may be necessary or convenient for the working of the tramways, or for providing access to or in connection with, any engines, machinery, or apparatus.

13. To provide for the making and enforcement of bye-laws by the Board of Trade and the Company in regard to the working of tramways.

14. To provide for and regulate the user by the Company, for the purposes of the intended Act, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

15. To make further provision with reference to the construction, maintenance, working, and user of the tramways, and in particular in regard to the following matters:—Inspection of tramways before opening for public traffic; the keeping of tramways on level of surface of road; the submission of plans; the rails of which the tramways are to be made; the maintenance of the rails and of the roads in which they are laid; the access to sewers and drains; the construction of additional passing places at narrow places; the alteration of water mains; the subsidence of roads; the alteration of the position of manholes or entrances to sewers affected by the tramways; the removal of snow; the making of bye-laws with reference to the speed to be observed; the acquisition of patent rights; the carriage of passengers, passengers' luggage, animals and goods; the service of cars; the fixing of lights on carriages, and of lamps on the posts and standards erected by the Company; the provision of waiting rooms; the materials to be used for the repairing of roads; the making good of injury to roads; the service of notices; the settlement of questions by arbitration or otherwise; and the imposition and recovery of penalties.

16. To provide (if need be) that the tramroads need not be fenced in.

17. To empower the Company to strengthen or otherwise alter any bridge over which the intended tramways will be constructed.

18. To provide for the use by local and road authorities of the intended tramways or some of them for certain purposes and during certain periods.

19. To provide that, notwithstanding anything contained in Section 43 of the Tramways Act, 1870, the powers under that section of the local authorities of the several districts in which the intended tramways will be laid shall only be exercised upon such terms and at such a period or periods as may be prescribed or provided for by the intended Act, and if thought fit, to exempt the Company and their undertaking, or part or parts thereof, from all or some of the terms and provisions of the said section, and to make other provision in lieu thereof, and to authorise agreements between the Company and the said local authorities with respect to the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

20. To authorise the Company, or other the person or persons working the said intended tramways, to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer, vary, or extinguish exemptions from such tolls, rates, and charges.

21. To empower the Company to make and maintain the following new bridge, and street and road widenings and improvements, and other works in the townships or parishes of Workington (Rural), Seaton, Flimby, and Allonby, all in the county of Cumberland, together with all necessary and proper works, improvements, junctions, connections, approaches, and conveniences connected therewith or incidental thereto, namely:—

(1) A widening of Pow-street and Bridge-street, Workington, commencing in Pow-street 18 yards or thereabouts west of Bridge-street and terminating in Bridge-street 18 yards or thereabouts north of Pow-street.

(2) A rounding off of the corner of the road through Low Seaton on the north and west sides thereof opposite the Royal Oak Inn.

(3) A rounding off of the corner of the road from Seaton to Flimby on the west and south sides thereof opposite the road from Flimby to Dearham.

(4) A new bridge with approaches in Allonby over Allonby Beck, commencing in the road from Maryport to Allonby 1 chain or thereabouts west of the centre of the iron bridge, and terminating in the main street in Allonby 3 chains or thereabouts north of the centre of the iron bridge aforesaid.

22. To empower the Company to deviate laterally and vertically from the lines and levels of the intended tramroads, street and road widenings, and other works shown on the deposited plans hereinafter mentioned, to the extent to be shown on the said plans or to be defined in the intended Act.

23. To authorise the Company on the one hand, and any local or road authority on the other hand, to enter into and carry into effect contracts and arrangements for or with respect to the constructing, working, and maintenance of the intended tramways, tramroads, street and road improvements, or any of them, or any part or parts thereof, and the works and conveniences

connected therewith, and the accessories thereto, the alteration of the widths or levels of any streets or roads along which tramways are intended to be laid, the laying down, alteration of position, maintaining, removing and repairing of tramways within their respective boroughs or districts, the contribution of funds and any incidental matters, and to confirm any contracts, agreements, or arrangements which have been, or may be entered into with reference to all or any such matters, and to confer upon the said local or road authorities power to borrow or raise money for any of the purposes aforesaid, and to provide for the repayment of the money so borrowed.

24. To authorise and empower the Company to produce, store, supply, and sell electrical energy (in this Notice called electric energy) for public and private lighting, traction power, heating, chemical, trade, manufacturing, and all public and private purposes as defined in the Electric Lighting Act, 1882, and for any other purposes to which electricity may be applicable within the area of supply hereinafter mentioned:—

The area within which the Company intend to supply electricity for the before mentioned purposes comprises the urban district of Holme Cultram, in the county of Cumberland, and the parishes and townships or places, that is to say:—Hensingham, Moresby, Distington, Workington Rural, Stainburn, Seaton, Camerton, Dearham, Flimby, Crosscanonby—Oughterside and Allerby—Hayton and Mealo, and Allonby, all in the county of Cumberland.

25. To authorise the Company for all or any of the purposes of the intended Act to erect, construct, maintain, and use a station or stations for generating, transforming, transmitting, conveying, and distributing electric energy, and to construct, maintain, and use transforming stations, dynamos, batteries, accumulators, meters, generators, and other electrical apparatus, steam engines, works, buildings, and conveniences, and to generate, transform, transmit, convey, and distribute electricity. The lands on which generating stations are proposed to be constructed are the following, viz:—

(A) A piece of land in the said parish of Cleator and numbered 509 on the  $\frac{1}{2500}$  Ordnance map (Second Edition, 1899) of that parish, situate at the corner of the Whitehaven-road and the road from that road to the Cleator Moor (New Street) Station of the Cleator and Workington Junction Railway Company;

(B) A piece of land in the said parish of Distington, numbered 68 on the  $\frac{1}{2500}$  Ordnance map (Second Edition, 1899) of that parish, near Townhead, and abutting on the south side of the road to Distington Railway Station;

(C) A piece of land in the said parish of Flimby, numbered 244 on the  $\frac{1}{2500}$  Ordnance map (Second Edition, 1899) of that parish, and abutting on the south side of the road leading from the Sun Inn to the Post Office at Flimby;

(D) A piece of land in the said parish of Holmo Low and the urban district of Holme Cultram, numbered 1062 on the  $\frac{1}{2500}$  Ordnance map (Second Edition, 1900) of that parish, and abutting on the north side of the road opposite the gasworks at Silloth.

26. To empower the Company, for the purposes of the proposed works, for the purpose of providing frontage to the streets and roads intended to be widened for the generating stations, and for other the purposes of the intended Act, to appropriate or to purchase or

acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the townships, parishes, boroughs, urban and rural districts, and county aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands, houses, and buildings.

27. To authorise the Company to hold any lands which they may acquire under the authority of the intended Act, free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

28. 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 part only of certain properties.

29. It is proposed, for the purpose of the proposed works, to take certain lands, being common or commonable lands, which are situate as hereinafter mentioned, and of which it is estimated that the quantities specified in each instance will be taken, that is to say:—

Names by which lands are known.	Parish in which lands are situate.	Quantities within limits of deviation.			Estimated quantity to be taken.		
		A.	R.	P.	A.	R.	P.
Stinted pastures adjoining fore-shore	Crosscanonby	39	2	26	4	3	10
Ditto	Oughterside and Allerby	12	2	35	1	3	12
Ditto	Hayton and Mealo	7	1	6	0	3	27
Ditto	Allonby	21	2	39	2	3	31
"Mawbray Bank"	Holme Saint Outhbert's	82	2	1	9	2	15
"Wolsty Bank" and "Blitterlees Bank"	Holme Low	87	0	36	5	3	5

30. To empower the Company, within the limits aforesaid, to purchase, erect, maintain, manufacture, work, use, produce, store, supply, sell, let, and dispose of lands or interests or easements in or over lands, stations, storehouses, buildings, dynamos, accumulators, engines, batteries, machinery, vessels, apparatus, works, plant, stock, electric energy, meters, fittings, lamps, motors, apparatus, matters and things, and to exercise such powers and to do such work and supply such materials as may be necessary or convenient in and for the production, storage, transmission, conveyance, measurement, distribution and supply of electric energy, and for providing and working materials for that purpose, or for fitting up and repairing such articles, matters and things as aforesaid, or otherwise carrying on the undertaking of the Company, and to authorise the Company to open, break up, and interfere with streets, roads, public places, ways, footpaths, railways, tramways, rivers, bridges, culverts, sewers, drains, pipes, telegraphic or pneumatic tubes, wires, and apparatus, and to lay down, set up, maintain, renew, or remove, either above or underground, pipes, tubes, wires, casings, troughs, inspection chambers and boxes, posts, apparatus, and other works, matters and things, and for those purposes, or any of them, to exercise, within such limits, the powers or some of the powers of the

Gasworks Clauses Act, 1847, whether with or without modification or amendment.

31. To authorise the Company to take, collect, and recover rates, rents, and charges for the supply of electric energy, and the use of any machines, lamps, meters, fittings or apparatus connected therewith, within the limits aforesaid and to provide for regulating the method of charging for electric energy supplied therein.

32. To make special provision with respect to the rights and obligations of the Company to afford a supply of electricity, and the terms and conditions on which such supply will be afforded, and if and so far as necessary to exempt the Company from the provisions of the Electric Lighting Act, 1882, or the Electric Lighting (Clauses) Act, 1899, in that respect.

33. To authorise the Company and the Corporation of Whitehaven, the Corporation of Workington, the Urban District Council of Maryport, or any local authority, company, body or person, within the limits of supply as defined as aforesaid, to enter into and carry into effect agreements with respect to all or any of the following matters, that is to say:—

The supply by or to the Company, to or by such Corporation, district council, local authority, company, body, or person of electric energy, plant, fittings, or materials for all or any of the purposes of the intended Act.

The prices to be charged for and the terms and conditions of such supply.

The execution, on behalf of the Company, by such Corporation, district council, local authority, company, body, or person of any works in reference to the supply or use of electric energy within the aforesaid limits of supply, or the exercise of any of the powers of the Company on or affecting any property of or under the control of such Corporation, district council, local authority, company, body, or person.

The supply by such Corporation, district council, local authority, company, body, or person of water to the Company for condensing and other purposes of their undertaking, and to confer all necessary powers on any such Corporation, district council, local authority, company, body, or person to enable them to carry out the provisions of any agreement, and to confirm and give effect to any such agreement.

34. To make all necessary and proper provision in regard to the formation and management of the Company, and the capital, borrowing powers, directors, and meetings thereof.

35. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of their capital or funds, from time to time during construction, interest or dividends on any shares or stock of the Company.

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

37. To incorporate with the intended Act the provisions, or some of the provisions, with or without amendment, of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Tramways Act, 1870; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Arbitration Act, 1889; and any Acts amending those Acts respectively, and to extend and apply to the proposed undertaking and works, and to the Company, with or without exception or variation, all or

such of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Acts incorporated therewith, and of the Schedule to the Electric Lighting (Clauses) Act, 1899, as may be thought expedient and applicable, and to exempt the Company from, or apply to the Company in a modified form, all or any of the provisions of those Acts, and especially, but not exclusively, of those following, that is to say:—

- (1) Section 13 of the Electric Lighting Act, 1882, as amended by the Electric Lighting (Clauses) Act, 1899, with respect to the consent of the Board of Trade to the breaking up of streets not repairable by the local authority, and railways or tramways, and also the provisions of the said Act of 1888 with respect to the purchase of the undertaking by the local authority.
- (2) The provisions of the Schedule to the said Act of 1899 with respect to the following matters, that is to say:—Security and accounts, compulsory works, supply, price, electric inspectors, testing, inspection, and revocation of powers.
- (3) Sections 2 and 3 of the Electric Lighting Act, 1888, relating to purchase by the local authority.

38. On or before the 30th day of November instant, plans and sections of the intended works, and plans of the lands to be taken, together with a book of reference to the 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 Cumberland, at his office in Carlisle, and a copy of so much of the said plans, sections, and book of reference as relates to any borough will be deposited with the Town Clerk of such borough at his office therein, and a copy of so much of the said plans, sections, and book of reference as relates to any urban district other than a borough will be deposited with the Clerk of the Urban District Council of such district at his office therein, and a copy of so much of the said plans, sections, and book of reference as relates to any parish not being a borough or urban district will be deposited with the Clerk, or if there is no Clerk, with the Chairman of the Parish Council of such parish at his residence, and in the event of any such parish in a rural district not having a Parish Council with the Clerk of the District Council of such rural district at his office, and a copy of this Notice, as published in the London Gazette, will also be deposited at the time and with the persons aforesaid.

39. On or before the said 30th day of November a map showing the boundaries of the area of supply will, for the convenience of the public, be deposited with the said Clerk of the Peace for the county of Cumberland.

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

Dated this 15th day of November, 1900.

J. R. MUSGRAVE, Whitehaven, Solicitor.

HARGREAVES, CROWTHER and JORDAN, 18, Abingdon-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1901.

Hampton Electric Lighting.

(Application to Board of Trade by the Urban District Council of Hampton, in the County of Middlesex, under the Electric Lighting Acts, 1882 and 1888, for Authority to Supply

Electricity for Public and Private Lighting within the Area of the Urban District Council.)

NOTICE is hereby given, that the Urban District Council of Hampton, in the county of Middlesex (hereinafter called "the District Council"), whose offices are at Park House, High-street, Hampton, intend to apply to the Board of Trade for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing Session, under and subject to the provisions in the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for the following or some of the following purposes, viz.:—

To authorize the District Council to produce, store, distribute, and supply electricity as defined by the said Acts for public and private lighting and other purposes within the area or some portion of the area hereinafter mentioned, and for these purposes to cross, open up, and interfere with streets, roads, and public and private places, ways, footpaths, and the railway lines of the London and South Western Railway Company, and to alter or divert culverts, sewers, drains, gas and water mains, pipes, telegraph and pneumatic tubes and pipes and telephone wires within the said area, and to lay down, set up, maintain, renew, and remove either above or under ground or otherwise pipes, tubes, wires, electric lines, posts, apparatus, or other works or things requisite for the purpose of enabling the District Council to produce, store, convey, transmit and supply or distribute electricity for public and private lighting and other purposes within the said area, and to confer all such powers upon the District Council as may be necessary for effecting the objects of the proposed Order.

To enable the District Council to purchase or acquire or take on lease and hold any lands or interests or easements in, under, or over any lands, and to appropriate for the purposes of the Order, any lands belonging to or held by them, and to erect, maintain, work and use upon such lands all necessary stations, buildings, storehouses, engines, machinery, apparatus, works, wires, and appliances for the production, storage, distribution, and supplying of electricity.

To authorize the District Council to manufacture apparatus, hire, sell, and let all necessary machines, lamps, accumulators, insulators, meters, fittings, plant, and other matters or things used generally for electrical purposes, and to acquire, hold, work, use, and obtain rights and licences for producing, storing, controlling, and measuring, or otherwise relating to the manufacture and distribution of electricity.

To authorize the District Council to make, levy, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, mains, fittings, or apparatus connected therewith.

To authorize the District Council to enter into contracts and agreement with any Company, body, or person for the execution and maintenance of works, and the production and distribution of electricity, and the performance of all acts incidental to public and private lighting, and also for the transfer of the powers of the District Council under the Order to any Company, body, or person in such manner as the Order may define, and the Order will or may sanction, confirm, or give effect to such agreements that may be entered into touching any of the matters aforesaid.

To empower the District Council to prescribe the form and nature of mains, fittings, and fixtures, and to supply, examine, test and stamp the same, and to license fitters and workmen and to prohibit

others from executing works in relation thereto, and to make and enforce bye-laws and regulations with respect to all or any of the matters aforesaid.

To prescribe or limit the area or part of the area within which the supply and use of electricity shall be compulsory or to provide for its being permissive throughout the whole or some part or parts of the area of supply.

The works proposed to be authorized are such engines, batteries, dynamos, apparatus, works, and things as are authorized by the said Acts and necessary or proper for generating, storing, supplying, and distributing electricity for the purposes of the proposed Order.

The area of supply for the proposed Order is the area of the Urban District Council of Hampton in the county of Middlesex as constituted at the passing of the Order, and as more particularly defined upon the deposited map hereinafter referred to, and it is proposed that electric lines should be laid within two years after the confirmation of the Order in the following streets and roads as far as they are within the district of the District Council, viz.:—Uxbridge-road, Park-road, St. James's-road, Windmill-road, High-street, Church-street, Hampton Court-road, Thames-street, Upper Sunbury-road, Station-road, Percy-road, Priory-road, Chestnut-avenue, and Broad-lane.

Subject to the conditions of supply, it is proposed to place electric lines, wires, or other works as defined in the Electric Lighting Acts in, under, over, or along all streets and other places repairable by the District Council, and all dedicated streets under the control of the District Council within the district of the District Council, and also to break up and interfere with the following streets not repairable by the District Council so far as they are within the district of the District Council, viz.:—St. James's-road, Station-road, Queen's Nursery-road, Park-road, Cranmer-road, Seymour-road, Holly-road, Dean-road, Buckingham-road, Acacia-road, Nightingale-road, Broad-lane, Coombe-road, South-road, the Avenue, Old Farm-road, Marlborough-road, Linden-road, Milton-road, Malvern-road, Chestnut-avenue, Kempton-road, and Myrtle-road.

The Order will incorporate and extend and apply to the proposed Undertaking and works and to the District Council as Undertakers of the same with or without variation all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith or referred to therein, and confer upon the District Council all or some of the powers with in the area of supply which by the Electric Lighting Acts, 1882 and 1888, are or may be conferred upon Undertakers, and the Order will or may contain all such regulations and conditions as to the supply of electricity and of all matters incidental thereto as the said Acts authorize or the Board of Trade may prescribe, and the Order will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer other rights and privileges necessary to carry such objects into effect.

And notice is hereby given that a map showing the boundaries of the proposed area of supply and a printed copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection at the office of the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster, at the office of the District Council, Park House, High-street, Hampton, and

at the office of the Board of Trade, Whitehall, London.

And notice is hereby also given that the draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London, on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order when made, may be obtained by all persons applying for them at the price of one shilling for each copy at the office of the undermentioned Clerk to the District Council and Parliamentary Agents.

Every local public or other authority or person desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th January, 1901, and copies of such objections must at the same time be forwarded to the undersigned Clerk to the District Council and Parliamentary Agents for the undertakers.

Dated this 14th day of November, 1900.

F. ADDENBROOKE KENT, Clerk District Council, Hampton, Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Tredegar Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Tredegar within their District; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking-up and Interference with Streets, Railways, and Tramways; the laying down and erection of Electric Lines, Wires, Posts, and Apparatus; the taking and recovery of Rates and Charges; Incorporation of Acts and other Provisions.)

NOTICE is hereby given, that the Urban District Council of the urban district of Tredegar, in the counties of Monmouth and Brecon (hereinafter called "the Council"), and whose address is at the Council Offices, Town Hall, Tredegar, aforesaid, intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to generate and supply electricity for all public and private purposes, as defined by the Electric Lighting Acts, within the whole of the urban district of Tredegar, in the counties of Monmouth and Brecon, aforesaid (hereinafter referred to as "the area of supply").

2. To enable the Council to acquire by agreement, or take on lease and hold lands and premises, or interests or easements in or over lands, and to appropriate for the purposes of the Order any lands belonging to or held by them, and to construct and maintain upon such lands all necessary stations and works for the generation and supply of electricity, together with all buildings, engines, apparatus, works, and appliances necessary for the purposes aforesaid, and to empower the Council to sell or dispose of any lands not required for the purposes of the undertaking.

3. To authorise the Council to break up the following streets, railways, and tramways, viz.:—

(a) Streets:—No. 30 Row, Alexandra-place, and Four-rows, all situate in Sirhowy, Sirhowy Side, Georgetown, Tredegar; part of 5th and 6th Rows, Tredegar Side, Georgetown, Tredegar; and Walter-street, Glyn-terrace, and Rawlinson-terrace, all in Tredegar.

(b) Railways:—Tredegar Iron and Coal Company's Crossings at Church-street, Park-place, and Vale-terrace, Tredegar; the London and North Western Railway Company's Crossings at Tredegar Railway Station and Sirhowy Goods Shed; the Great Western Railway Company's Crossing near the Old Company Shop, Sirhowy.

(c) Tramways:—The Tredegar Iron and Coal Company's Tramways in Commercial-road and top of Charles-street, Tredegar.

4. The names of the streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—From the Tredegar Railway Station through Morgan-street, Circle, Castle-street, Commercial-road, Church-street, to Sirhowy Railway Bridge.

5. To prescribe and limit the price to be charged for the supply of electricity.

6. To confer upon the Council all or some of the powers of the Electric Lighting Acts 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

7. To incorporate with the Order the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899.

And notice is hereby given that the draft of the Order will be deposited at the offices of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Order when deposited, and of the Order, when made, may be obtained (at the price of one shilling for each copy) at the Council Offices, Town Hall, Tredegar, aforesaid, and at the office of the undermentioned Solicitor and Parliamentary Agents respectively.

And notice is hereby further given that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement, as published in the London Gazette will be deposited on or before the 30th day of November, 1900, for public inspection at the offices of the Clerk of the Peace for the county of Monmouth, at his offices at County Council Offices, Pentonville, Newport, in the county of Monmouth, and at the offices of the Clerk of the Peace for the county of Brecon, at the Shire Hall, Brecon, and at the Council Offices, Town Hall, Tredegar, aforesaid.

And notice is hereby further given that every local or other authority, company or person desirous of bringing before the Board of Trade any objection respecting the application, must do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 12th day of November, 1900.

J. A. SHEPARD, Solicitor, Town Hall, Tredegar.

BAKER, LEES and Co., 54, Parliament-street, Westminster Parliamentary Agents.

In Parliament.—Session 1901.

Elland Gas.

(Consolidation and Conversion of existing Capital, and Division of New Stock amongst existing Shareholders; Additional Capital; Qualification of Directors; Scale of Voting; Half-yearly or interim Dividends; Alteration and Extension of existing Works; Provisions as to Pressure, Quality, Testing, Burner, Price, Sliding Scale, Standard Price; Insurance and Reserve Funds; Sale and Hire of Gas-engines, Meters, and Stoves; Supply in Bulk; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Elland-cum-Greetland Gas Company (hereinafter called "the Company") for an Act for all or some of the following objects and purposes (that is to say):—

To provide for the consolidation and conversion into stock of the existing ordinary capital of the Company, and for the consolidation and conversion of the several classes of preferential shares in the capital of the Company into consolidated preference stock, and to increase the nominal amount of the capital of the Company, and to provide for the standard and other rates of dividend thereon respectively.

To fix and define, or to provide for the fixing and defining of the nominal amount of new stock to which the holders of existing ordinary and preference shares will be entitled in such ordinary stock and consolidated preference stock.

To enable the Company to apply to the purposes of the intended Act their existing funds and any moneys they are still authorised to raise, and for those purposes and the general purposes of their undertaking to raise additional capital by the creation and issue of stock or shares, and by borrowing on mortgage, or by the issue of debenture stock, and to attach to any such stock or shares such preference or priority as the Act may direct.

To alter the number and qualification of the directors of the Company and the scale of voting at the meetings of the Company.

To enable the directors to declare and pay half-yearly or interim dividends, and to provide for the closing of the transfer books.

To authorise the Company to erect, maintain, alter, improve, enlarge, extend, and renew or discontinue gasworks and gas-holders on the lands already acquired by them, and used for the making and storage of gas and to authorise the Company to make and store gas and residual products on those lands.

To enable the Company to purchase additional lands by agreement and to hold the same for the general purposes of the undertaking.

To alter the existing provisions or to make further provision in regard to the pressure at which gas shall be supplied, the quality of the gas, the testing of gas, the prescribed burner, the price of gas, and the sliding scale in respect of the standard price of gas and the standard dividends, and in regard to the Company's insurance and reserve funds.

To empower the Company to sell, let for hire, or otherwise deal in apparatus for the automatic supply of gas, engines, meters, stoves, ranges, pipes, and other fittings and apparatus in or in connection with which gas may be used, and to authorise the Company to provide materials and to do work in connection therewith, and to authorise rents and charges therefor.

To make provision as to notice by consumers



of intention to quit premises supplied with gas, for relieving the Company from the obligation to supply persons in debt to the Company, for prescribing the period of error in the case of defective meters, to compel the user of anti-fluctuators or apparatus in connection with gas engines, and to make provision for inspecting and testing of the same, regulations as to internal pipes and fittings, and to make other provision for the supply of gas, the measuring of the gas supplied, and the payment and recovery of gas and meter rents and charges.

To enable the Company to enter into and carry into effect contracts with any local authority, company, or person, for the supply of gas in bulk within or beyond their limits, and to confer on the Company all such further powers as are now usually conferred on gas companies.

To confer upon the Company all such rights and privileges as may be deemed necessary for effecting the objects of the intended Act, and to vary and extinguish all rights and privileges which would interfere with any of those objects.

To repeal, alter, or amend, or to re-enact, with or without amendments, all or some of the provisions of the Elland Gas Act, 1861, and the Elland Gas Order, 1878, confirmed by the Gas and Water Orders Confirmation Act, 1878.

To incorporate, with or without amendment, all or some of the provisions of the Companies Clauses Consolidation Acts, 1845 to 1889; the Gasworks Clauses Act, 1847; and the Gasworks Clauses Act, 1871.

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

Dated the 16th day of November, 1900.

SAMUEL WRIGHT and Co., Bradford,  
Solicitors.

SHARPE, PARKER, PRITCHARDS, BARHAM,  
and LAWFORD, 9, Bridge Street, West-  
minster, Parliamentary Agents.

In Parliament.—Session 1901.

Neath Harbour.

(Reduction of Nominal Amount of certain Mortgages, Bonds, or Debenture Stock; Modification of Rates of Interest on Borrowed Money; Provisions as to Payments into Sinking Fund; Discharge of Receiver and Manager; Reduction of Number of Commissioners, and Regulations as to Committee of Management; Establishment of Superannuation or Pension Fund; Agreements with Corporation of Neath and certain Railway Companies; Incorporation and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Neath Harbour Commissioners (hereinafter called "the Commissioners") for leave to bring in a Bill for the following, or some of the following, purposes (that is to say):—

1. To re-arrange the existing borrowing powers of the Commissioners, and to reduce the existing debt of £370,000, or thereabouts, upon the harbour, and to write off and reduce a part of the nominal or face value of some of such debts, and the mortgages, bonds, or other securities given, made or issued in respect thereof, and to cancel or reduce the overdue interest thereon, and to reduce or provide for the reduction of the rates of interest payable on all or some of the mortgages, bonds, and securities of the Commissioners, and to provide for the payment of the reduced, fixed or variable rate or rates of

interest thereon, and to authorise and permit the holders of such mortgages, bonds and securities, being trustees or holders in a fiduciary position, to consent to the reduction thereof.

2. To alter the provisions in the Acts relating to the Harbour with respect to the sinking fund to be set apart out of the revenue of the Undertaking for the purpose of the said mortgages, bonds, or other securities, and to provide for the payments into such fund being reduced, and to make other provisions in respect of a sinking fund.

3. To discharge, or provide for the discharge, of the receiver and manager of the Harbour Undertaking appointed by the Court, and for all arrangements to be made in connection therewith or resulting therefrom.

4. To alter or reduce the number of Commissioners appointed, and security holders, Commissioners, or any of such classes of Commissioners, and provide for the rotation and re-election of the reduced number, and to make further provision with respect to general or special meetings of the Commissioners and the times and places for holding such meetings; to vary the number of the committee for managing and conducting the affairs and business of the Commissioners, and to confer upon them further powers with respect to the filling up of vacancies in the office of Commissioners.

5. To authorise and empower the Commissioners to arrange for the superannuation of officers and others in their employ, and out of their funds and revenues to provide or establish a Superannuation or Pension Fund, and to grant superannuation and other allowances and pensions to officers and others becoming superannuated, incapacitated, or being disabled in the service of the Commissioners, and to make and from time to time vary rules and regulations relating to such fund.

6. To enable the Commissioners and the Corporation of Neath, and any railway company in the district, from time to time to enter into and carry into effect agreements and arrangements for or with respect to the maintenance, use, and management of any part or parts of the harbour works, and for the conduct of the traffic thereat, and the payments to be made, and the conditions to be performed with respect to such maintenance, use, and management, and for other purposes.

7. To alter, enlarge, amend, extend, or repeal, some of the provisions of the Neath Harbour Acts, 1843, 1874, 1878, 1880, 1884, 1886, 1889, 1891, 1894, 1897, and 1900, and of any other Acts relating to the Commissioners or to the Neath Harbour.

8. To authorise the Commissioners to apply their funds and revenues, and any moneys they have raised or have power to raise, to the purposes of the Bill and the general purposes of their Undertaking, including the payment of interest due, or to become due, in respect of the debts or debenture stock of the Commissioners, and the mortgages granted or to be granted by them, and to repay money advanced from revenue.

9. To incorporate with the Bill all or some of the provisions of the Commissioners Clauses Act, 1847, and the Harbours, Docks, and Piers Clauses Act, 1847, with such modifications and exceptions as may be contained in the Bill.

10. To confer upon the Commissioners all such rights, powers, privileges, and authorities as are or may become necessary for carrying the purposes of the Bill into effect, to vary or extinguish all rights and privileges which would impede or interfere with the objects and purposes

of the Bill, and to confer other rights and privileges.

And notice is hereby given, that, 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, 1900.

BIRCHAM and Co., 46, Parliament-street,  
Westminster, Solicitors for the Bill.

W. and W. M. BELL, 27, Great George-street,  
Westminster, Parliamentary  
Agents.

In Parliament.—Session 1901.

City and South London Railway.

(Power to Construct Subway for Foot Passengers to the Agricultural Hall, Islington; Purchase of Lands; Agreements with the Royal Agricultural Hall Company (Limited); Extension of Time for Completion of the Railways and Works under City and South London Railway Act, 1893; Interest out of Capital; Provisions as to Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the session of 1901 by the City and South London Railway Company (hereinafter called "the Company") for an Act for all or some of the purposes following (that is to say):—

1. To authorise the Company to make and maintain a subway for foot passengers, with all proper lifts, approaches, stairs, machinery, appliances, works, and conveniences connected therewith, to be situate wholly in the Parish of St. Mary, Islington, in the Metropolitan Borough of Islington, in the County of London, commencing under the City-road at a point 17 yards or thereabouts, measured in a south-easterly direction, from the centre of Torrens-street, and terminating in Upper-street at a point 110 yards or thereabouts, measured in a south-westerly direction, from Sir Hugh Mydleton's statue, and to empower the Company to acquire, by compulsion or agreement, and to hold for the purposes of the said intended subway, lands, houses, and buildings, or easements in or under lands, houses, and buildings, or streets, and to cross, stop up, alter, remove, divert, or otherwise interfere with, temporarily or permanently, any roads, streets, highways, or places, mains, pipes, sewers, culverts, drains, and hydraulic, and electric wires, and apparatus, and other works and conveniences which it may be necessary or convenient to cross, stop up, alter, remove, divert or interfere with for the purposes aforesaid.

2. To empower the Company to purchase, by compulsion or agreement, and to hold, lands, houses, and buildings for the purpose of or connected with the said intended subway and works.

3. To empower the Company, notwithstanding the 92nd Section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, to purchase and take, by compulsion or agreement, any part of or any lands, vaults, cellars, arches, or other offices attached or belonging to any houses, buildings, manufactory, or other premises, without being required or compelled to purchase the whole of any such land, house, building, manufactory, or premises; and to empower the Company to appropriate and use the subsoil under any street or road or under any house, building, or manufactory premises, cellars, vaults, arches, or

other constructions, or any parts thereof respectively without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other construction, or the site thereof, or any easement or right to the use of such subsoil; and to vary and extinguish all rights and privileges connected with such land, houses, buildings, manufactories and property.

4. To authorise the demanding and recovery of tolls, rates, and charges for or in respect of the use of the subway and works authorised by the intended Act, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges.

5. To empower the Company on the one hand, and the Royal Agricultural Hall Company (Limited) on the other hand, to enter into and carry into effect agreements with reference to the construction, use, management, and maintenance of the intended subway, and the lifts and the other works and conveniences connected therewith, and to confirm and give effect to any agreement which has been or may be entered into in reference to those matters, or any of them.

6. To extend the time now limited by the City and South London Railway Act, 1896, for the completion of the railways and works authorised by the City and South London Railway Act, 1893, and the period limited by Section 29 of the City and South London Railway Act, 1898, during which the Company may pay out of capital such interest or dividends as are therein mentioned.

7. To empower the Company for the purposes of the intended Act, and for the general purposes of their Undertaking, to raise additional capital by the creation of new shares or stock, with or without a preference or priority in payment of dividends, and by borrowing on mortgage and by the creation and issue of debenture stock, or by any of such means, and to apply to the said purposes or any of them any capital or funds now belonging to or hereafter to belong to them or under their control.

8. To amend, alter and extend, and if need be repeal, all or some of the provisions of the City and South London Railway Acts, 1884 to 1900, and of any other Act relating to the Company, and to vary or extinguish all rights and privileges which would interfere with the objects aforesaid, and to confer other rights and privileges.

9. Plans and sections of the works proposed to be authorised by the intended Act, and plans of the lands which may be taken under the powers 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, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and with the Town Clerk of the Metropolitan borough of Islington, at his office.

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 19th day of November, 1900.

DONALD McMILLAN, 11 and 12, Clement's-lane, London, E.C., Solicitor for the Bill.

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

Board of Trade.—Session 1901.

Liverpool Corporation Tramways  
Extensions.

(Construction of Tramways in the City of Liverpool; Power to Corporation to work Tramways and levy Tolls, &c.; Use of Electrical or other Mechanical Power, and Works in connection therewith; Borrowing of Money; Incorporation and Amendment of previous Acts and Orders; and other Provisions.)

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

To authorise the Corporation to construct and maintain, with all necessary and proper rails, plates, sleepers, works, and conveniences, the tramways hereinafter described, in the city of Liverpool, in the county of Lancaster, or some or one of them, or some part or parts thereof respectively. . Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which any tramway is to be laid, or to the junction or intersection of streets or roads, the distance is to be taken as measured from the point at which lines drawn along the centre 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 Order are the following:—

Tramway No. 1 (Great Homer-street and Fox-street), partly situate in the township of Kirkdale, in the parish of Walton-on-the-Hill, and partly in the parish of Liverpool, commencing in Kirkdale-road by a junction with the existing tramway in Smith-street, authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at a point opposite the north side of Great Mersey-street, passing along Great Homer-street and Fox-street, and terminating in Richmond-row by a junction with Tramway No. 2 at a point 0·3 chain west of the west side of Fox-street.

A portion of Tramway No. 1 in Great Homer-street is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the east and west sides and the nearest rail of tramway for a length of 2·5 chains or thereabouts, between a point 0·7 chain north of the north side of Roscommon-street, and a point 0·6 chain south of the south side of Collingwood-street.

Tramway No. 1 will be laid as a double line, except between the points hereinafter specified, where it will be laid as a single line (that is to say):—

- (a) In Great Homer-street, between a point opposite the south side of Rose-vale and a point 0·7 chain north of the north side of Roscommon-street.
- (b) In Great Homer-street, between a point 0·6 chain south of the south side of Collingwood-street and a point 1·5 chains north of the north side of Juvenal-street.

Tramway No. 2 (Everton-brow and Richmond-row), partly situate in the township of

Everton, in the parish of Walton-on-the-Hill, and partly in the parish of Liverpool, commencing in Village-street by a junction with the existing tramway authorised by the Liverpool Corporation Tramways Extensions Order, 1900, at a point 0·2 chain east of the east side of Eastbourne-street, passing along Everton brow and Richmond-row, and terminating in Richmond-row by a junction with Tramway No. 3, hereinafter described, at a point nearly opposite Rose-hill.

Portions of Tramway No. 2, in Everton-brow and Richmond-row, are proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the north and south sides and the nearest rail of tramway for lengths of 9·9 chains and 6·7 chains or thereabouts respectively, between the west side of Rokeby-street and a point 1·3 chains west of the west side of Fox-street, and between a point 2 chains east of the east side of St. Anne-street, and a point opposite the east side of Rose-hill.

Tramway No. 2 will be laid as a single line, except between the points hereinafter specified, where it will be laid as a double line (that is to say):—

- (a) In Everton-brow, between a point opposite the west side of Shaw-street and a point 0·2 chain east of the west side of Salisbury-street.
- (b) In Everton-brow, between a point 2·3 chains east of the east side of Soho-street and a point 0·4 chain east of the east side of Soho-street.
- (c) In Richmond-row, between a point 0·3 chain east of the east side of Fox-street and a point 1·3 chains west of the west side of Fox-street.
- (d) In Richmond-row, between a point 1 chain east of the east side of St. Anne-street, and a point 0·3 chain west of the west side of St. Anne-street.
- (e) In Richmond-row, between a point 2·5 chains west of the west side of St. Anne-street and the junction of Tramway No. 2 with Tramway No. 3, opposite Rose-hill.

Tramway No. 2a (junction to Tramway No. 2), wholly situate in the township of Everton, in the parish of Walton-on-the-Hill, commencing in Everton-brow by a junction with Tramway No. 2 at a point opposite the west side of Shaw-street, curving into and terminating in Shaw-street by a junction with the existing tramway authorised by the Liverpool Corporation Tramways Extensions Order, 1900, at a point 0·3 chain north of the north side of Everton-brow.

Tramway No. 2a will be laid as a single line throughout.

Tramway No. 2b (junction to Tramway No. 2), wholly situate in the parish of Liverpool, commencing in Richmond-row by a junction with Tramway No. 2, at a point 0·2 chain east of the east side of St. Anne-street, curving into and terminating in St. Anne-street by a junction with the existing tramway authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at a point 0·5 chain south of the south side of Richmond-row.

Tramway No. 2b will be laid as a double line throughout.

Tramway No. 3 (Christian-street), wholly situate in the parish of Liverpool, commencing in Cazneau-street by a junction with the existing tramways authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at a point opposite the north side of

Rose-place, passing along the proposed new street and Christian-street, and terminating in Islington by a junction with the existing tramways authorised by the Liverpool Corporation Tramways (Extensions) Order, 1900, at a point 0·3 chain west of the west side of Christian-street.

Tramway No. 3 will be laid as a double line throughout.

Tramway No. 4 (Juvenal-street), wholly situate in the parish of Liverpool, commencing in Cazneau-street by a junction with the existing tramway authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at a point 0·3 chain south of the south side of Juvenal-street, passing along Juvenal-street, and terminating in Great Homer-street by a junction with Tramway No. 1, at a point opposite the north side of Prince Edwin-street.

A portion of Tramway No. 4, in Juvenal-street, is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the footways on the north and south sides and the nearest rail of tramways for a length of 4 chains or thereabouts, between a point 3·3 chains east of the east side of Cazneau-street, and a point opposite the west side of Fox-street.

Tramway No. 4 will be laid as a single line throughout.

Tramway No. 5 (Mulgrave-street, North Hill-street, Harlow-street, Grafton-street, and Jamaica-street), partly situate in the township or extra parochial place of Toxteth Park, and partly in the parish of Liverpool, commencing in Grove-street by a junction with the existing tramway authorised by The Liverpool Corporation Tramways (Extension) Order, 1881, at a point 0·3 chain north of the north side of Upper Parliament-street, passing along Mulgrave-street, North Hill-street, Harlow-street, Grafton-street, and Jamaica-street, and terminating in Park-lane by a junction with the existing tramways authorised by The Liverpool Corporation Tramways (Extension) Order, 1881, at a point 0·9 chain north of the north side of Kent-street.

Portions of Tramway No. 5 in North Hill-street and Harlow-street are proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the north and south sides and the nearest rail of tramway for lengths of 1·5 chains or thereabouts respectively, between points as follows, viz. :—

Between a point in line with the south side of Prince's-road and a point 0·4 chain north of the north side of Huntington-street.

Between a point opposite the south side of Pimhill-street and a point opposite the north side of Grinshill-street.

Between a point opposite the south side of Admiral-street and a point 0·2 chain north of the north side of Nickleby-street.

Between a point opposite the south side of Park-road and a point opposite Marshall-street.

Tramway No. 5 will be laid as a double line, except between the points hereinafter specified, where it will be laid as a single line (that is to say) :—

(a) In North Hill-street between a point 0·4 chain north of the north side of Huntington-street and a point opposite the south side of Pim Hill-street.

(b) In North Hill-street, between a point opposite the north side of Grinshill-street

and a point opposite the south side of Admiral-street.

(c) In North Hill-street, between a point 0·3 chain north of the north side of Nickleby-street and a point opposite the south side of Park-road.

(d) In Harlow-street, between a point opposite Marshall-street and a point 0·2 chain south of the south side of Mill-street.

Tramway No. 6 (Mill-street), wholly situate in the township or extra-parochial place of Toxteth Park, commencing in Mill-street by a junction with the existing tramway authorised by the Liverpool Corporation Tramways (Extension) Order, 1881, at a point 0·6 chain south of the south side of Hill-street, passing along Mill-street, and terminating at a point opposite the north side of Parkhill-road.

Tramway No. 6 will be laid as a double line throughout.

Tramway No. 7 (Townsend-lane), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in Townsend-lane by a junction with the existing tramway authorised by the Liverpool Tramways Act, 1882, at a point 0·4 chain east of the east side of Abbey-road, passing along Townsend-lane, and terminating in Newhall-lane at a point 0·4 chain east of the east side of Cherry-lane.

Portions of Tramway No. 7 in Townsend-lane are proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the north and south sides and the nearest rail of tramway for lengths of 2·4 chains, 1·7 chains, 1·4 chains, 1·6 chains, and 1·6 chains or thereabouts respectively between points as follows, viz. :—

Between a point 0·6 chain east of the east side of Rector-road and a point 0·9 chain east of the east side of Curate-road.

Between a point 2·2 chains west of the division wall of the London and North Western Railway coal depôt and a point 0·5 chain west of the above-mentioned division wall.

Between a point 2·2 chains west of the centre of the London and North Western Railway bridge at Breck-road station, and a point 0·8 chain west of the centre of the same bridge.

Between a point 2·6 chains west of the west side of Maiden-lane, and a point 1·1 chains west of the west side of Maiden-lane.

Between a point 2 chains south of the south side of Huxley-street and a point 0·4 chain south of the south side of Huxley-street.

Tramway No. 7 will be laid as a single line, except between the points hereinafter specified, where it will be laid as a double line (that is to say) :—

(a) In Townsend-lane, between a point opposite the west side of Bishop-road and a point 0·6 chain west of the west side of Vicar-road.

(b) In Townsend-lane, between a point 2·2 chains west of the division wall of the London and North Western Railway coal depôt, and a point 0·5 chain west of the above-mentioned division wall.

(c) In Townsend-lane, between a point 2·2 chains west of the centre of the London and North Western Railway bridge at Breck-road station, and a point 0·8 chain west of the centre of the same bridge.

(d) In Townsend-lane, between a point 2·7 chains west of the west side of Maiden-lane and a point 1·0 chain west of the west side of Maiden-lane.

(e) In Townsend-lane, between a point 2·1

chains south of the south side of Huxley-street, and a point 0·4 chain south of the south side of Huxley-street.

- (f) In Townsend-lane, between a point 0·7 chain west of the west side of Larkhill-lane, and a point opposite the east side of Cherry-lane.

Tramway No. 8 (Church-mount, Marmaduke-street, &c.), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in Edge-lane by a junction with Tramway No. 9, at a point 0·2 chain east of the east side of Marmaduke-street, passing along Marmaduke-street, Church-mount, and Holland-place, and terminating in Holland-place by a junction with the existing tramway authorised by the Liverpool Corporation Tramways Order, 1879, at a point opposite the south-west side of Holland-place.

Tramway No. 8 will be laid as a single line throughout.

Tramway No. 9 (Edge-lane), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in Mount Vernon-road, by a junction with the existing tramway, authorised by the Liverpool Corporation Tramways Order, 1879, at a point 0·8 chain east of the east side of Hatfield-street, passing along Mount Vernon, North-view, Edge-lane, and St. Oswald-street, and terminating in Prescott-road, by a junction with the existing tramways authorised by the West Derby Local Board Tramways Order, 1878, at a point opposite the south side of St. Oswald-street.

Portions of Tramway No. 9 in Edge-lane and St. Oswald-street are proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the north and south sides, and the nearest rail of tramway, for lengths of 2·4 chains, 2·1 chains, 1 chain, and 2·5 chains or thereabouts respectively, between points, as follows:—

Between a point 7 chains west of the west side of Laurel-road and a point 4·7 chains west of the west side of Laurel-road.

Between a point 2·5 chains west of the west side of Southbank-road and a point opposite the west side of Southbank-road.

Between a point 0·7 chain east of the east side of Meliden-road and a point opposite the west side of Milton-road.

Between a point 0·5 chain east of the east side of Salisbury-street and a point 0·5 chain west of the west side of Mill-lane.

Between a point 0·2 chain east of the east side of Mill-lane and a point 2·7 chains east of the east side of Mill-lane.

Tramway No. 9 will be laid as a single line except between the points hereinafter specified, where it will be laid as a double line (that is to say):—

- (a) In Edge-lane, between a point 0·7 chain east of the east side of Marmaduke-street, and a point 1·2 chains east of the east side of Durning-road.
- (b) In Edge-lane, between a point opposite the east side of Needham-road and a point opposite the east side of Deane-road.
- (c) In Edge-lane, between a point 7 chains west of the west side of Laurel-road, and a point 4·7 chains west of the west side of Laurel-road.
- (d) In Edge-lane, between a point 2·5 chains west of the west side of Southbank-road to a point opposite the west side of Southbank-road.
- (e) In Edge-lane, between a point 0·2 chain

west of the west side of Meliden-road and a point opposite the east side of Milton-road.

- (f) In Edge-lane, between a point 1·2 chains east of the east side of Wood-grove and a point 0·2 chain east of the east side of Fletcher-grove.

- (g) In Edge-lane and St. Oswald-street, between a point 1·4 chains east of the east side of Tapley-place and a point 0·3 chain west of the west side of Springfield-street.

- (h) In St. Oswald-street, between a point opposite the east side of Mill-lane and a point 2·7 chains east of the east side of Mill-lane.

- (j) Also at the junction of St. Oswald-street with Prescott-road, between a point 1·4 chains east of the east side of Rock-street and its junction with the existing tramway in Prescott-road, at a point opposite the south side of St. Oswald-street.

Tramway No. 9a (junction to tramway No. 9), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in St. Oswald-street by a junction with tramway No. 9 at a point 0·4 chain west of the west side of Broad Green-road, curving into and terminating in Prescott-road by a junction with the existing tramways authorised by the West Derby Local Board Tramways Order, 1878, at a point 0·3 chain west of the west side of St. Oswald-street.

Tramway No. 9a will be laid as a double line throughout.

Tramway No. 10 (Prescot-road), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in Prescot-road by a junction with the existing tramway authorised by the West Derby Local Board Tramways Order, 1878, at a point 0·8 chain east of the east side of St. Oswald-street, passing along and terminating in Prescot-road at the city boundary.

Portions of tramway No. 10 in Prescot-road are proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the north and south sides, and the nearest rail of tramway for lengths of 2 furlongs 2·4 chains, 3·3 chains, and 2 furlongs 7·1 chains, or thereabouts, respectively, between points as follows, viz.:—

Between a point 1·6 chains west of the west side of Blackhorse-lane, and a point 4·5 chains west of the centre of the Cheshire Lines Railway bridge at Knotty Ash Station.

Between a point 5·2 chains west of the west side of Thomas-lane, and a point 1·9 chains west of the west side of Thomas-lane.

Between a point opposite Eaton-road and the termination of Tramway No. 10 at the city boundary.

Tramway No. 10 will be laid as a double line, except between the points hereinafter specified, where it will be laid as a single line (that is to say):—

In Prescot-road, between a point 4·3 chains west of the centre of the Cheshire Lines Railway Bridge at Knotty Ash Station, and a point 8·5 chains east of the last-mentioned point.

Tramway No. 11 (Broad Green-road), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in Prescot-road by a junction with the existing tramways, authorised by the West Derby Local Board Tramways Order, 1878, at a point opposite St. Oswald-street, passing along Broad Green-road, and terminating at Broad Green, at a point opposite the east side of Rocky-lane.

A portion of Tramway No. 11 in Broad Green-road is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the north and south sides and the nearest rail of tramway for a length of 1 mile 1 furlong or thereabouts, between a point opposite the south side of Prescott-road and a point opposite the west side of Rocky-lane, being the whole length of Broad Green-road.

Tramway No. 11 will be laid as a double line throughout.

Tramway No. 12 (Thomas-lane), wholly situate in the township of West Derby, in the parish of Walton-on-the-Hill, commencing in Prescott-road by a junction with Tramway No. 10, at a point 0·3 chain west of the west side of Thomas-lane, passing along Thomas-lane, and terminating in Broad Green-road by a junction with Tramway No. 11 at a point 0·3 chain west of the west side of Thomas-lane.

Tramway No. 12 is proposed to be so laid in Thomas-lane that a less space than 9 feet 6 inches will intervene between the outsides of the footpaths on the east and west sides and the nearest rail of tramway, for a length of 7 furlongs 2 chains or thereabouts, being the whole length of Thomas-lane.

Tramway No. 12 is proposed to be laid as a double line throughout.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways.

To authorise and empower the Corporation from time to time to take up and remove any of the tramways or any part or parts thereof respectively which may have been laid in any street or streets which may hereafter be widened or improved, or in which a substituted tramway is to be laid, and to relay the same, and to use the materials thereof for relaying the same or for the substituted tramway as the case may be.

To authorise and empower the Corporation to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public roads, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, electric telegraph pipes, tubes, wires, and apparatus in any parish or place mentioned in this Notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or for the purposes of the said Order.

To empower the Corporation to place and run carriages upon, and to work, and to demand and take tolls, rates, and charges in respect of the proposed tramways, and of the use of carriages passing along the same, and for the conveyance of passengers, goods, and other traffic upon the same.

To empower the Corporation with such consents, and subject to such conditions (if any) as may be prescribed or provided for by the proposed Order, to lay double lines in lieu of single lines, or single lines in lieu of double lines, or interlacing lines in lieu of double or single lines, on any of the tramways authorised by, or to be constructed under, the proposed Order or any previous Order or Act of Parliament.

To empower the Corporation from time to time to make such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in this Notice, as may be necessary for the efficient working of

the proposed tramways, or any of them, or for providing access to any stables, or carriage sheds, or works connected with the tramways.

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

To authorise and empower the Corporation and all persons and companies lawfully using the proposed tramways and the existing and authorised tramways of the Corporation, or any or either of them, or any part thereof, to work such tramways for the purposes of traffic as may be prescribed by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make by means of locomotive, steam, gas, air, electrical, or other engines, or other mechanical or motive power in addition to or in substitution for animal power, and to provide for the supply of such power from any electrical generating works of the Corporation.

To empower the Corporation from time to time to lay and maintain pipes and make excavations under any existing tramway in the city, and under any of the intended tramways or any part thereof, in order to lay, use, and maintain electric wires, wire ropes or cables, or any other apparatus, as or for transmitting motive power for the carriages running on such tramways or any of them, and to manufacture or obtain and use electric wires, wire ropes, or cables, or other material, and all machinery necessary for such motive power.

To provide for the user of the proposed tramways when open by the public.

To enable the Corporation to borrow money for the purposes of the proposed tramways or the Order, or in connection with their tramways undertaking.

To extend and apply to the proposed tramways, with such exceptions and amendments as may be necessary, and to enable the Corporation to exercise with reference thereto, all or some of the provisions and powers of the Liverpool Corporation Tramways (Extension) Order, 1881, the Liverpool Tramways Act, 1882, the Liverpool Corporation Tramways (Extensions) Order, 1883, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1883, the Liverpool Corporation Tramways Order, 1888, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1888, the Liverpool Corporation Tramways (Extensions) Order, 1891, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1891, the Liverpool Corporation Tramways (Extensions) Order, 1894, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1894, the City of Liverpool Order, 1895, the Liverpool Corporation Tramways Act, 1897, the Liverpool Corporation Tramways (Extensions) Order, 1898, the Liverpool Corporation Tramways Extension Order, 1900, the Liverpool Corporation Act, 1900, and all other Acts and Orders relating to the existing and authorised tramways of the Corporation.

And notice is hereby further given that on or before the 30th day of November, 1900,



plans and sections of the proposed works will be deposited for public inspection at the office of the Clerk of the Parliaments of the House of Lords, in the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall-gardens, London, and with the Town Clerk of the city of Liverpool, at his office, Municipal Buildings, Liverpool; with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and that a copy of so much of the said plans and sections as relates to any parish in which the proposed tramways and works will be made, will be deposited for public inspection with the parish clerk of such parish, at his residence, and such deposits will be accompanied by a copy of this Notice as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and the Provisional Order when made, will be furnished, at the price of one shilling each copy, to all persons applying for them at the office of the Town Clerk, Municipal Buildings, Liverpool, or at the office of Messrs. Sherwood and Company, 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of their objections must at the same time be sent to the promoters, at the aforesaid office of Messrs. Sherwood and Company; and in forwarding such objections to the Board of Trade, such objectors, or their agents, should state that a copy thereof has been sent to the promoters, or their agents.

Dated this 20th day of November, 1900.

EDWARD R. PICKMERE, Town Clerk, Municipal-buildings, Liverpool.

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

In Parliament.—Session 1901.

Worcester Tramways.

(Power to Construct Tramways; to Break up Streets; to Remove Existing Tramways; Use of Mechanical Power; Tolls, &c.; Laying Down Electrical Apparatus in Streets, &c.; Alteration of Purchase; Provisions of the Tramways Act, 1870; Agreements with and Powers to Local Authorities; Amendment of Acts, Orders, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Worcester Tramways, Limited (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower the Company to construct, lay down, maintain and use, with all proper rails, plates, and conveniences connected therewith, the tramways hereinafter described, or some or one of them, wholly situate in the parish and city and county borough of Worcester, in the county of Worcester:—

Tramway No. 1.—Commencing in The Cross, Worcester, at a point opposite the northern corner of St. Nicholas' Church, passing thence along Foregate, Foregate-street, The Tything, Barbourne-road and Ombersley-

road, and terminating in that road at a point opposite the southern side of Vine-street.

Tramway No. 2.—Commencing in The Cross by a junction with the intended Tramway No. 1 at its commencement as hereinbefore described, passing thence along St. Nicholas-street, Lowesmoor, Lowesmoor-place, Shrub Hill-road and Shrub Hill, and terminating in Shrub Hill at or near the commencement of the passengers' footpath leading to Shrub Hill Railway Station.

Tramway No. 3.—Commencing in The Cross by a junction with the intended Tramway No. 1 at its commencement as hereinbefore described, passing thence along Broad-street, Bridge-street, Worcester-bridge, New-road, Bull-ring, and St. John's, and terminating in St. John's at a point 60 yards or thereabouts north of the junction of Swanpool-walk with St. John's.

Tramway No. 4.—Commencing in St. John's by a junction with the intended tramway No. 3 at its termination as hereinbefore described, passing thence along Bransford-road, and terminating in that road opposite the eastern side of Little Boughton-street.

In the following places it is proposed to lay the above tramways so that for a distance of 30 feet 0 inches and upwards a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the side of the road hereinafter mentioned, or if no side is mentioned, on both sides of the road (that is to say):—

Tramway No. 1.—(a) In The Cross on the west side thereof between the corner of the Cross and Angel-street and a point 11 yards south thereof.

(b) In Foregate on the west side thereof from the corner of Angel-street to a point 30 yards measured in a northerly direction from the junction of Foregate and Shaw-street.

(c) In Foregate on the east side thereof between the corner of that street and St. Nicholas-street and a point 75 yards measured in a northerly direction from the junction of Foregate with Sansome-street.

(d) In Barbourne-road on the east side thereof between the corner of St. George's-square and a point 80 yards measured in a southerly direction therefrom.

(e) In Ombersley-road on the east side thereof between points 6 yards and 120 yards respectively measured in a southerly direction from the junction of that road with Park-avenue.

(f) In Ombersley-road on the east side thereof between points respectively 44 yards measured in a northerly direction and 22 yards measured in a southerly direction from the junction of that road with St. Stephen's-street.

(g) In Ombersley-road on the west side thereof between points respectively 44 yards measured in a northerly direction and 50 yards measured in a southerly direction from the junction of that road with St. Stephen's-street.

(h) In Ombersley-road on the west side thereof between the junction of that road with Northwick-road and a point 73 yards, measured in a northerly direction from the said junction.

(i) In Ombersley-road on the west side thereof between the junction of that street with Vine-street and a point 135 yards measured in a southerly direction from the said junction.

Tramway No. 2.—(a) In Lowesmoor between

points 30 and 100 yards respectively measured in an easterly direction from the junction of Silver-street with Lowesmoor.

(b) In Shrub Hill on the north side thereof between points 35 and 90 yards respectively measured in an easterly direction from the level crossing of Shrub Hill by the siding to the Vulcan Works.

(c) In Shrub Hill on the east side thereof for a distance of 10 yards from the termination of the tramway.

Tramway No. 3.—(a) In The Cross on the east side thereof between points 10 yards measured in a northerly direction and 33 yards measured in a southerly direction from the junction of the Avenue with The Cross.

(b) In Broad-street on the south side thereof throughout the entire length thereof.

(c) In Broad-street on the north side thereof between its junction with Newport-street and a point 50 yards measured in an easterly direction from Little Angel-street.

(d) Upon Worcester-bridge on the east side thereof.

(e) In St. John's on the east side thereof between points 20 yards and 60 yards, respectively, measured in a north-easterly direction from the southern approach to St. John's Church.

(f) In St. John's, on the west side thereof, between points 20 yards and 175 yards respectively measured in a southerly direction from the junction of St. John's with Bromyard-road.

Tramway No. 4.—(a) In Bransford-road on the south side thereof, from a point 15 yards west of Star-lane to Little Boughton-street.

(b) In Bransford-road on the northern side thereof from a point 15 yards west of Star-lane to Blakefield-road.

The tramways will be constructed on a gauge of 3 feet 6 inches, and the power intended to be used for moving carriages or trucks upon the intended tramways is animal, electrical or other mechanical power, and it is intended to authorise the use on the said tramways of engines and carriages exceeding in width that prescribed by Section 34 of the Tramways Act, 1870.

To authorise the Company:—

(1) For the purposes of and in connection with any of the said intended tramways to take up and remove, and to appropriate to, and use in the construction thereof so much of the existing tramways in the streets along which such intended tramways are to be laid as may be convenient or desirable, and to authorise the discontinuance and abandonment of any part of the said existing tramways.

(2) To make, maintain, alter, and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of the intended tramways or any of them or for facilitating the passage of traffic along streets or roads, or for providing access to any stables or carriage sheds or works or buildings of the Company, and to alter double to single lines and vice versa, or double or single to interlacing lines or vice versa.

(3) To lay down, construct, erect, and maintain on, in, under or over the surface of any street, road, highway, footpath or place, and to attach to any house or building such posts, conductors, wires, tubes, mains, plates, cables, and apparatus, and to

make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient, either for the working of the intended tramways, or for connecting any portions of any such tramways, or for providing access to or forming connections with any generating stations, engines, machinery or apparatus.

(4) To break up and open the surface of and to alter and stop up, remove and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pipes, wires, tubes, and apparatus within the parish aforesaid for the purposes of constructing, maintaining, repairing, removing, altering, reinstating or working the proposed tramways and works connected therewith, or for substituting others in their places, or for the other purposes of the intended Act.

(5) To remove or discontinue the use of a tramway or any part thereof, when by reason of the excavation of any work affecting the surface or soil of any street, road or thoroughfare or otherwise it is necessary or expedient, and to make in the same or any adjacent street, road or thoroughfare 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.

(6) To levy tolls, rates and charges for the use of the intended tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same and to confer, vary or extinguish exemptions from the payment of tolls, rates or charges.

To authorise and empower the Company to acquire by agreement and to hold lands for the purposes of the intended Act.

To empower the Company on the one hand and any authority having the control or management of the streets or roads along which any tramway is intended to be laid 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 or roads, the laying down, maintaining, renewing, repairing, working and using of the proposed tramways and the rails, plates, sleepers, posts, wires, works and apparatus connected therewith, and the use of mechanical power thereon and for facilitating the passage of carriages and traffic over and along the same.

To make special provision for the prevention of damage to the intended tramways or any works connected therewith.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways by local authorities, and to make provisions for the purchase of such tramways within such period, and on such terms and conditions and in such events as the intended Act may prescribe, and to authorise and require the local authority, in the event of the purchase by them of the tramways of the Company, to purchase all plant of the Company used for the purpose of working the tramways by electrical or other mechanical power whether suitable and used by the Company for the purpose of the tramways so purchased, or of any other tramways of the Company, and to confer on the local authority all necessary powers, including the powers of borrowing money.

To empower the Company and the local authority in whose district the intended tramways will be situate, to enter into and carry into effect agreements with respect to the supply by

such authority of electrical power to the Company for the purposes of their tramways.

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 exceptions; alterations or amendments as hereinbefore mentioned, or otherwise as may be deemed expedient, and will alter, amend, extend or repeal all or some of the provisions of the Worcester Tramways Order, 1881, and any other Order or any Act 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 intended tramways and works, with a book of reference to such plans, and a copy of this Notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Worcester at his office at Worcester in that county, and with the Town Clerk of the city of Worcester at his office.

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 16th day of November, 1900.

F. and H. CORBETT, Avenue-house, The Cross, Worcester;

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitors.

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

In Parliament.—Session 1901.

Nottingham Corporation.

(Transfer of the Schools, Lands, Buildings, and Effects of the Nottingham School Board to Nottingham Corporation; Dissolution of School Board; to Empower City Council to Exercise Powers of School Board; Appointment of Committee; Corporation, Council, or Committee to be Education Authority for City; Transfer of other Schools and Educational Institutions; to Provide and Run Omnibuses; Levy of Rates; Borrowing of Money; Application of Revenue from Freeman's Estate to Educational Purposes; Enlargement of Borrowing Powers under Public Health Acts; Amendment of Acts.)

**N**OTICE 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 Nottingham and the county of the same city (hereinafter referred to as "the Corporation"), for an Act for all or some of the following objects and purposes (that is to say):—

To transfer or provide for the transfer to the Corporation or to the City Council of the schools, lands, buildings, property and effects, debts and liabilities of the School Board for the said city, and to constitute the City Council the School Board for the city, and to invest the Council with all the rights, powers, and privileges, and to impose upon them the duties of a School Board, to provide for the payment to the Corporation or the Council of the same grants, fees, and payments, and to render them liable to the same obligations as if they were in fact a School Board, and to extend the provisions, or some of the provisions, of the Elementary Education Acts, 1870 to 1900, and other Acts

amending those Acts (with or without modification) to the Council.

To empower the Council to appoint or to provide for the appointment of a committee of the Council to exercise all or some of the powers and duties relating to education proposed by the intended Act to be conferred or imposed upon the Council, or which are, or may hereafter be, conferred or imposed upon the Council by any other Act of Parliament or otherwise, with the power or obligation to appoint on such committee persons of both sexes not being members of the Council, and to make all necessary and proper provision for all elementary or other education within the city, and to confer upon the Board of Education all powers necessary or expedient in regard to the matters aforesaid.

To provide for the dissolution and winding-up of the affairs of the School Board for the city of Nottingham.

To constitute the Council acting by the Education Committee, the education authority for the city, and to empower the Council to take over any voluntary, technical, secondary, or other schools or educational institutions within the city, and to provide for the Council exercising all their educational powers by means of the Education Committee.

To charge the expenses to be incurred by the Corporation or the Council or Education Committee in respect of elementary or other education and other education purposes upon the district fund or general district rate, or upon a separate rate to be levied for that purpose, and to provide for the making and levying of such rates, or upon such other fund, rate, undertaking, or revenue of the Corporation as may be prescribed by the Bill.

To empower the Corporation to run omnibuses within and beyond the city, and to empower them to purchase or provide omnibuses, horses, motors, plant, stables, sheds, buildings, and effects, and also to empower the Corporation to purchase the goodwill of any omnibus business in or near the city.

To authorise the Corporation to borrow money for the purposes of the intended Act, to charge the moneys so borrowed upon the borough fund and borough rate, district fund and general district rate or other rate authorised by the intended Act, and upon the estates, undertakings, rates, rents, revenue, and other properties of the Corporation or any of such securities, and to execute and grant mortgages, or to create and issue Corporation stock in respect thereof, and to empower the Corporation to apply any of their existing funds and rates or any money they are authorised to borrow for any of the purposes of the intended Act.

To incorporate with or without amendment or to render inapplicable all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Local Loans Act, 1875; the Elementary Education Acts, 1870 to 1900; the Technical Instruction Acts, 1889 and 1891; the Local Taxation (Customs and Excise) Act, 1890; the Endowed Schools Acts, 1869 to 1889; and all Acts amending those Acts respectively.

To alter, amend, incorporate, or repeal all or some of the powers and provisions of the Nottingham Improvement Act, 1897, or any other local Act relating to the Corporation.

To alter, amend, or repeal the provisions of the Nottingham Corporation Act, 1882, relating

to the surplus lands and profits of the Free-men's Estate, and property transferred to the Corporation by that Act, and to provide for the application of moneys arising from such estates to educational and other purposes.

To provide that in calculating the amount which the Corporation may borrow under the 234th Section of the Public Health Act, 1875, the amount which they are authorised to borrow for their electrical undertaking shall not be reckoned.

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

Printed copies of the intended Act or 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 19th day of November, 1900.

SAMUEL G. JOHNSON, Town Clerk, Nottingham.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Mitcham Electric Lighting.

(The production, storage and supply of Electricity by the Rural District Council of Croydon, within the Parish of Mitcham; the Breaking up and Interference with Streets and Railways; the Laying Down and Erection of Electric lines, wires, posts, and apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts; and other Provisions.)

NOTICE is hereby given, that the Rural District Council of the Rural District of Croydon, in the county of Surrey, and whose address is at the Town Hall, Croydon, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes, that is to say:—

1. To authorise the Council to generate and supply electricity for all public and private purposes as defined by the Electric Lighting Acts within the whole of the parish of Mitcham, in the Rural District of Croydon, in the county of Surrey aforesaid (hereinafter referred to "as the area of supply").

2. To incorporate with the Order such of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the undertakers are the local authority, and to apply such provisions to the undertaking to be authorised by the Order, subject to such variations and exceptions as may be contained therein.

3. To authorise the Council to break up the following streets and railways, viz.:—

×(a) Streets:—Tamworth-lane, Greyhound-lane, Mies-road, Westfield-road, Benedict-road, Bond's-road, Graham-avenue, Pitcairn-road, Rutland-road, Fortescue-road, Courtenay-road, Devonshire-road West, Ravensbury-grove, Tamworth-park, St. George's-road, Cedars-avenue, Cold-blows, Mitcham-park, London and Epsom main road, Surrey and Sussex main road.

The roads over the London, Brighton, and South Coast Railway Company's Railway—

at Mitcham Junction Station, at Cranmer's Bridge, at Blue-house Bridge, at Beehive Bridge, at Mitcham Station, and on bridges situate on road leading from Carshalton-road to Wandle Paddocks.

The roads over the London, Brighton, and South Coast, and London and South Western Joint Railway Companies' Railway — at Merton Abbey Bridge, at Waterfall Bridge, and at Tooting Junction.

The road under the London, Brighton, and South Coast, and London and South Western Joint Railway Companies' Railway at Streatham Lane.

(b) Railway:—The level crossing of the London, Brighton, and South Coast Railway Company's Railway at Eastfields, Mitcham.

4. The names of the streets in which it is proposed that the electric lines shall be laid down within a period to be specified by the Order are as follows:—

Christchurch-road, Mitcham; Lower-green, West Mitcham; Church-road, Mitcham; Western-road, Mitcham; Upper-green, Mitcham; Causeway, Mitcham; Carshalton-road, Mitcham; Cranmer-road, Mitcham; Croydon-road, Mitcham; Commonsides-east, Mitcham; London and Epsom-road, Mitcham; Surrey and Sussex-road, Mitcham.

5. To prescribe and limit the price to be charged for the supply of electrical energy.

6. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

And notice is hereby given, that the draft of the Order will be deposited at the offices of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Vestry Hall, Mitcham, and at the offices of the under-mentioned Clerk and Parliamentary Agents respectively.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November, 1900, for public inspection at the offices of the Clerk of the Peace for the county of Surrey, at his office at Kington-on-Thames, and at the Vestry Hall, Mitcham.

And notice is hereby further given, that every local or other authority, company or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the under-signed Clerk or Parliamentary Agents.

Dated this 12th day of November, 1900.

JAMES WILSON, Clerk to the Rural District Council, Vestry Hall, Mitcham, and Town Hall, Croydon;

BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Leeds Corporation Water.

(Construction of Reservoirs and Waterworks, Road Diversions, Diversion of Pipes of Masham Waterworks Company; Taking of Water from River Burn, River Laver, River Skell, and other Streams; Commonable Lands; Superfluous Lands; Agreements as to Drainage of Lands; Temporary Discharge of Water into Streams; Bye-Laws for securing Purity of Water; Agreement with Harrogate Corporation; Borrowing of Money; Tolls, Rates, and Charges; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Lord Mayor, Aldermen, and Citizens of the city of Leeds (hereinafter called "the Corporation" and "the City" respectively) for an Act for all or some of the following objects or purposes (that is to say):—

To empower the Corporation to make and maintain the waterworks and other works hereinafter described, or some of them (that is to say):—

Waterworks.

Work No. 1.—A Reservoir (to be called the Colsterdale Reservoir), partly situate in the parish of Healey-with-Sutton, and partly situate in the parish of Colsterdale, to be formed by means of an embankment or dam 25 chains or thereabouts in length, across the River Burn at a point thereon, in the parish of Healey-with-Sutton, 19 chains or thereabouts, measured in an easterly direction, from the house known as Spring House Farm, and extending from the said dam up the River-Burn to a point thereon 15 chains or thereabouts from the confluence of the River Burn and Birk Gill Beck, measured in a westerly direction along the course of the river, and also extending up the Birk Gill Beck to a point 13 chains or thereabouts, measured in a north-westerly direction, along the course of that stream from the said confluence.

Work No. 2.—A Reservoir (to be called the Leighton Reservoir), partly situate in the township of Ilton-cum-Pott, and partly in the parish of Healey-with-Sutton, to be formed by means of an embankment or dam 17.5 chains or thereabouts in length across the Pott Beck at a point thereon 17 chains or thereabouts, measured in a north-easterly direction, from the house known as Park Bottom, and extending from the said dam up the Pott Beck to a point on the said beck 49 chains or thereabouts from the confluence of Pott Beck and Grimes Gill Beck, measured along the course of the Pott Beck, and also extending up the Grimes Gill Beck for a distance of 40 chains or thereabouts from the last mentioned confluence, measured along the course of the said Beck.

Work No. 3.—A reservoir (to be called the Healey Reservoir), partly situate in the parish of Healey-with-Sutton, and partly situate in the township of Fearby, to be formed by means of an embankment or dam 13 chains or thereabouts in length, across the River Burn, at a point thereon 2 chains or thereabouts, measured in a westerly direction, from the water mill known as the Healey Saw Mill, and extending from the said embankment or dam up the River Burn to a point thereon 5 chains or thereabouts, measured in a north-westerly direction, from Leighton Bridge, and also up Pott Beck to a point thereon 19 chains or thereabouts from the confluence of that Beck and the River Burn, measured along the course of the said Beck.

Work No. 4.—An aqueduct (to be called Aqueduct No. 1), consisting of one or more con-

duits or lines of pipes, commencing in the parish of Healey-with-Sutton in the intended Colsterdale Reservoir, at a point on the River Burn 12 chains or thereabouts, measured in a north-easterly direction from the house called Spring House, and terminating in the township of Clifton-with-Norwood, in the existing Swinsty Reservoir of the Corporation, at or near the point where the Spink Burn enters that reservoir, which said aqueduct will pass from, in, through or into the several parishes or townships following (that is to say):—Healey-with-Sutton, Fearby, Masham, Swinton-with-Wathermask, and Burton-upon-Ure, Ellingstring, Ellingtons, Ilton-cum-Pott, in the North Riding of the county of York, Grewelthorpe, Kirkby-Malzeard, Laverton, Azerley, Winksley, Aldfield, Sawley, Markington-with-Wallerthwaite, Bishop Thornton, Clint, Birstwith, Felliscliffe, Fewston, and Clifton-with-Norwood, in the West Riding of the county of York.

Work No. 5.—An aqueduct (to be called Aqueduct No. 2), consisting of one or more conduits or lines of pipes wholly situate in the parish of Healey-with-Sutton, commencing in the Leighton Reservoir, at a point on the Pott Beck 10 chains or thereabouts, measured in an easterly direction, from the house known as Park Bottom, and terminating by a junction with Aqueduct No. 1 at a point 13 chains or thereabouts, measured in a north-easterly direction, from Leighton Bridge, and 25 chains, measured in a south-easterly direction, from High Barn.

Work No. 6.—A road diversion (to be called Road Diversion No. 1), partly situate in the parish of Healey-with-Sutton, and partly situate in the parish of Colsterdale, commencing in a road in the parish of Colsterdale leading from Colsterdale Moor to the village of Healey, at a point thereon 5 chains or thereabouts, measured in a westerly direction, from Mark Bridge, along the course of the existing road, and terminating in the said road in the parish of Healey-with-Sutton at a point 38 chains or thereabouts, measured in a westerly direction, from High Barn.

Work No. 7.—A diversion of the line of pipes belonging to the Masham Waterworks Company, wholly situate in the parish of Healey-with-Sutton, commencing in the tank or reservoir belonging to that Company, and terminating by a junction with the Company's line of pipes at a point in the field No. 438 on the  $\frac{1}{2500}$  Ordnance map of the last mentioned parish.

Work No. 8.—A road diversion (to be called Road Diversion No. 2), wholly situate in the parish of Healey-with-Sutton, commencing at a point in the road known as Coal-road, 16 chains or thereabouts, measured in a westerly direction, from Ford Bridge, and terminating by a junction with the Road Diversion No. 1 in Healey Pastures, at a point 23 chains, measured in an easterly direction, from Ford Bridge, and 19 chains or thereabouts, measured in a north-westerly direction from the termination as hereinbefore described of the Road Diversion No. 1.

Work No. 9.—A catchwater or conduit (to be called Catchwater No. 1), wholly situate in the parish of Healey-with-Sutton, commencing in the intended Colsterdale Reservoir at a point 19 chains or thereabouts, measured in a south-eastern direction, from the house known as Spring House, and terminating in the intended Leighton Reservoir at a point 19 chains or thereabouts, measured in a north-easterly direction, from the house known as Park Bottom.

Work No. 10.—An alteration of the level of Leighton Road (to be called Road Diversion No. 3), commencing in that road at a point 35

yards north-east of the centre of the Leighton Bridge, and terminating in the same road at a point 93 yards, measured in a south-westerly direction, from the same bridge, all in the parish of Healey-with-Sutton.

Work No. 11.—A road diversion (to be called Road Diversion No. 4), wholly situate in the parish of Healey-with-Sutton, commencing at a point in the intended Road Diversion No. 3, 80 yards or thereabouts, measured in a southerly direction, from the centre of Leighton Bridge, and terminating in the occupation road leading to Crab House, at a point 300 yards or thereabouts, measured in a south-easterly direction, from the said house.

Work No. 12.—A road diversion (to be called Road Diversion No. 5), commencing in the parish of Healey-with-Sutton, in a road leading from Healey to Pott Moor, at Leighton Hall Bridge, and terminating in the parish of Healey-with-Sutton, in the said road, at a point 24 chains or thereabouts, measured in a south-westerly direction, from Leighton Hall Bridge, along the course of the existing road, and such road diversion will be situate in the parish of Healey-with-Sutton and the township of Iltoncum-Pott.

Work No. 13.—A reservoir (to be called Carlsmoor Reservoir), situate in the townships of Kirkby-Malzeard, Grewelthorpe, and Laverton, to be formed by means of an embankment or dam 27 chains in length or thereabouts across Carlsmoor Beck at a point 16 chains or thereabouts, measured in a south-easterly direction, from Swetton Bridge, and extending from the said embankment or dam up the Carlsmoor Beck to a point thereon 28 chains or thereabouts, measured along the course of the beck in a westerly direction, from its confluence with Stock Beck, and extending up the said Stock Beck for a distance of 42 chains or thereabouts, measured, in a northerly direction, along the course of the said Beck from the said confluence.

Work No. 14.—A reservoir (to be called the Laverton Reservoir), situated in the townships of Kirkby-Malzeard, Azerley, and Laverton, to be formed by means of an embankment or dam 25 chains in length or thereabouts, across the River Laver at a point thereon 8 chains or thereabouts, measured in a north-easterly direction, from the confluence of the said river and Carlsmoor Beck, and extending from the said embankment or dam up the River Laver to a point thereon 6 chains or thereabouts, measured in a northerly direction, from the house known as Low Ray Car, and also extending up the Carlsmoor Beck to a point 8 chains or thereabouts, measured in a north-westerly direction, from Drift Lane Ford.

Work No. 15.—An aqueduct (to be called Aqueduct No. 3), consisting of one or more conduits or lines of pipes, commencing in the township of Laverton, in the intended Carlsmoor Reservoir, at a point on Carlsmoor Beck 10 chains or thereabouts, measured in a south-easterly direction, from Swetton Bridge, and terminating in the township of Kirkby-Malzeard by a junction with Aqueduct No. 1 at a point 5 chains or thereabouts measured in a westerly direction from the junction of Warren Lane and Laverton Road, and such Aqueduct No. 3 will be situate in the townships of Laverton and Kirkby-Malzeard.

Work No. 16.—A catchwater or conduit (to be called Catchwater No. 2), situate wholly in the township of Laverton, commencing in the River Laver, at the confluence of the North Gill Beck and South Gill Beck, and terminating in the intended Carlsmoor Reservoir at a point 19

chains or thereabouts, measured in a southerly direction, from Swetton Bridge.

Work No. 17.—A road diversion (to be called Road Diversion No. 6), commencing in the township of Grewelthorpe, in the road leading from Carlsmoor to Kirkby-Malzeard, at a point on that road 42 chains or thereabouts, measured in a westerly direction, from Swetton Bridge, and terminating in the township of Laverton, in the road from Carlsmoor to Lady Hill, at a point 20 chains or thereabouts, measured in a north-westerly direction, from the house known as Low Ray Moor, and such road diversion will be situate in the townships of Grewelthorpe and Laverton.

Work No. 18.—A road diversion (to be called Road Diversion No. 7), wholly situate in the township of Kirkby-Malzeard, commencing in a road leading from Carlsmoor to Kirkby-Malzeard, at a point on that road 22 chains or thereabouts, measured in an easterly direction, along the existing road from Swetton Bridge, and terminating at a point in Appleby Lane at a point 11 chains or thereabouts, measured in a south-westerly direction, from the junction of the said lane with Gillgate Road.

Work No. 19.—A road diversion (to be called Road Diversion No. 8), commencing in the township of Laverton in the intended Road Diversion No. 6, at a point therein 21 chains or thereabouts, measured in a northerly direction, from the southern termination of the said road diversion and 18 chains or thereabouts, measured in a westerly direction, from the Drift Lane Ford, and terminating in the township of Kirkby-Malzeard, in the proposed Road Diversion No. 7, at a point thereon 22 chains or thereabouts, measured in an easterly direction, from Swetton Bridge, and 5 chains or thereabouts, measured in a southerly direction, from the existing road from Carlsmoor to Kirkby-Malzeard, and such road diversion will be situate in the townships of Kirkby-Malzeard and Laverton.

Work No. 20.—A road diversion (to be called Road Diversion No. 9), commencing in the township of Kirkby-Malzeard in Appleby Lane, at a point therein 7 chains or thereabouts, measured in a south-westerly direction, from the junction of the said lane with Gillgate Road, and terminating in the township of Laverton in the road leading from Laverton to Pateley Bridge, at a point thereon 26 chains or thereabouts, measured in a north-easterly direction along the said road, from its junction with Belford Lane, and such road diversion will be situated in the townships of Kirkby-Malzeard, Azerley, and Laverton.

Work No. 21.—A reservoir (to be called the Skelden Reservoir), situate in the townships of Skelden, Eavestone, and Laverton, to be formed by means of an embankment or dam 22 chains or thereabouts in length, across the River Skell at a point thereon 65 chains or thereabouts, measured in a westerly direction, from the confluence of the said river and Redmire-Beck, and extending from the said embankment or dam up the River Skell to a point thereon 63 chains or thereabouts, measured in a westerly direction, from the said embankment or dam.

Work No. 22.—An aqueduct (to be called Aqueduct No. 4), consisting of one or more conduits or lines of pipes, commencing in the township of Skelden, in the intended Skelden Reservoir, at a point on the River Skell 7 chains or thereabouts, measured in a westerly direction from the point where the intended embankment or dam of the said reservoir crosses the said river, and terminating in the township of Aldfield by a junction with Aqueduct No. 1, in the Grantley and Ripon Road, at a point 40 chains



or thereabouts, measured in a south-westerly direction, from the junction of Fountains Gate and the said road; and such aqueduct will be situate in the townships of Skelden, Grantley, and Aldfield.

Work No. 23—A catchwater or conduit (to be called Catchwater No. 3), situate wholly in the township of Eavestone, commencing in Smaden Head Dike at a point 39 chains or thereabouts, measured in a southerly direction, from the confluence of the said Dike with the River Skell, and terminating in the intended Skelden Reservoir at or near the extreme south-eastern corner of the said reservoir.

Work No. 24—A road diversion (to be called Road Diversion No. 10), commencing in the township of Skelden, in the road from High Skelden to Topham Close, at a point on that road 20 chains or thereabouts, measured in a southerly direction, from the house known as High Skeldon, and terminating in the township of Eavestone, at a point in the said road 14 chains or thereabouts, measured in a north-easterly direction, from the house known as Topham Close, and such road diversion will be situated within the townships of Skelden and Eavestone.

Work No. 25—A road diversion (to be called Road Diversion No. 11), commencing in the township of Laverton, in the road from Skell Gill to Smaden Head, at a point thereon 53 yards or thereabouts, measured in a northerly direction from the Ford, where the existing road crosses the River Skell, and terminating in the township of Eavestone at a point in the existing road 60 yards or thereabouts, measured in a southerly direction from the said Ford, and such road diversion, will be situated within the townships of Laverton and Eavestone.

The above mentioned works, numbered 1 to 12 inclusive (except part of the intended Aqueduct No. 1), will be situate in the North Riding of the County of York, and works numbered 13 to 25 inclusive and including part of Aqueduct No. 1, will be situate in the West Riding of the county of York.

Together with all such cuts, channels, catchwaters, aqueducts, culverts, tunnels, adits, drains, junctions, sluices, bywashes, weirs, gauges, wells, tanks, filter-beds, filters, embankments, dams, retaining walls, bridges, roads, approaches, telegraphic and telephonic apparatus, engines, pumps, machinery, buildings and appliances, necessary or convenient in connection with the before-mentioned works, or any of them, or necessary or convenient for inspecting, maintaining, repairing, cleansing, managing, working, and using the same, or required for any of the purposes of the water Undertaking of the Corporation.

In the above descriptions the distances are to be taken as measured in a straight line, unless otherwise stated.

To empower the Corporation to deviate laterally from the lines, and vertically from the levels of the intended 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 intended Act.

To empower the Corporation to divert, collect, impound, take, use, and appropriate, for the purposes of the intended Act or other the purposes of their water Undertaking, all such streams, springs and waters as can or may be intercepted or taken by the intended or authorised works, or as may be found on, in, or under any of the lands for the time being belonging to or which may be acquired by the Corporation, or over or in respect of which they have or may acquire easements, and especially the River Burn, Birk Gill Beck,

Pott Beck, Grimes Gill Beck, River Laver, Carlsmoor Beck, Stock Beck, the River Skell, and Smaden Head Dike, and all tributaries of those rivers and becks, all of which rivers and becks now flow either directly or indirectly into the River Ure navigation, the River Ouse navigation, the Aire and Calder navigation, and River Humber, or some of them.

To make provision with reference to the quantity or amount of compensation (in water or otherwise) to be given in respect of the proposed taking, impounding, or diverting of water, and with reference to the time and manner of the delivery of any compensation water.

To empower the Corporation to purchase and take by compulsion or agreement for the purpose of protecting from pollution, contamination, fouling, or discolouring the waters which it is proposed to empower them to take under their intended Act, all or some of the lands, mills, and buildings forming the drainage areas of the several rivers and becks hereinbefore mentioned above the respective reservoirs proposed to be authorised, all which lands, houses, mills, and buildings so proposed to be taken are situate within the townships and parishes aforesaid.

To empower the Corporation to grant leases of lands acquired by them within the said drainage areas, with provisions for guarding the waters against pollution and nuisances.

To empower the Corporation to purchase by compulsion or agreement certain lands in the township of Adel-cum-Eccup, containing about 30 acres, and situate on the north-eastern side of Smithy Mills-lane, and numbered 556, 557, 568, 569, and 570 on the  $\frac{1}{2500}$  Ordnance map for the township of Adel-cum-Eccup, published in 1898, and to empower the Corporation to use such lands or some part thereof for the purpose of placing thereon filter beds.

To authorise the Corporation within the townships or parishes and counties aforesaid, and for the purposes of the intended Act, to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over highways, streets (whether dedicated to the public use or not), roads, rivers, streams, canals, paths, railways, and tramways, and to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footways, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, watercourses, culverts, pipes, and telegraph posts, wires, and pipes, within the townships, parishes and counties aforesaid, and to appropriate the soil and surface of any highways, roads or footpaths stopped up or disused.

To constitute the Waterworks and other works and things proposed to be authorised by the intended Act part of the Water Undertaking of the Corporation, and to extend and apply all or some of the enactments now in force in relation to the existing Waterworks of the Corporation, with such modifications as may be indicated in the intended Act, to the Waterworks and other works so proposed to be authorised.

To empower the Corporation, for the purpose of the proposed works and other the purposes of the intended Act, to purchase or acquire, by compulsion or agreement, or to take on lease, and hold any lands, houses, or buildings in the townships and parishes aforesaid, and in the township of High and Low Bishopside, and to acquire by compulsion or agreement rights or easements in, under, over, or connected with any lands, houses, or buildings in the townships and

parishes aforesaid, and to empower the Corporation to appropriate to all or any of the purposes of the intended Act any lands for the time being vested in them.

It is intended to take for the purposes of the proposed works certain lands being or reputed to be common or commonable lands, of which the following are the particulars:—

waterworks purposes, and to charge the moneys so proposed to be borrowed on the city fund and city rate, the consolidated rate, and consolidated fund, and the undertakings, estates, lands, rates, revenues, and other property of the Corporation, or any of such securities, and to execute or grant mortgages, or to create and issue Leeds Corporation Stock in respect thereof, and to authorise the

Name of Common (if any).	County.	Parishes or Townships to which Lands are Common.	Area included in Limits of Deviation.			Estimated Area to be Acquired.		
			A.	R.	P.	A.	R.	P.
Roomer Common ..	North Riding of the county of York	Burton-upon-Ure, Ellingstring, Ellington, Fearby, Healey- with-Sutton, Ilton-cum-Pott, Masham, and Swinton-with- Warthermarsk	23	3	0	0	2	37
Colsterdale Moor ..	The same ..	The same .. .. .	563	2	9	563	2	9
Masham Moor ..	The same ..	The same .. .. .	243	2	12	243	2	12
Laverton Moor ..	West Riding of the county of York	Laverton and Azerley .. ..	40	2	25	40	2	25

To authorise the Corporation to hold any lands which they may acquire under the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to sell, lease, and dispose of any lands acquired or to be acquired by them, and to empower the Corporation to acquire by compulsion or agreement any mines or minerals under any lands proposed to be taken, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

To empower the Corporation on the one hand, and any local authority, company, or person on the other hand, to enter into and to carry into effect agreements with reference to the drainage of any lands from or over which any water authorised to be taken by the Corporation flows, and for more effectually collecting, conveying, and preserving the purity of such water, and to authorise the Corporation to purchase lands and construct works for those purposes.

To authorise the Corporation temporarily to discharge water from the reservoirs or any of the aqueducts into any available stream or watercourse, or into any stream or watercourse with which any of the intended works may communicate, or into any stream or watercourse crossed by the aqueduct or any conduit, and to make provisions for compensating all riparian owners and other persons for any damage which may be caused by the exercise of such power.

To empower the Corporation to make bye-laws and regulations for securing the purity of any water authorised to be taken by them, and to extend, alter or amend the existing powers of the Corporation in this matter.

To empower the Corporation and the Mayor, Aldermen and Burgesses of the borough of Harrogate, to enter into and carry into effect agreements (or otherwise to provide) for or in regard to the taking of water within the drainage area of the River Burn, the protecting of such water from pollution or contamination, the discharge of compensation water, the appropriation of portions of the drainage area between the two Corporations, and otherwise in respect of the taking of waters from the lands forming the drainage area of the River Burn.

To empower the Corporation to borrow money for all or any of the intended works and other

Corporation to apply any of their funds, or any money borrowed, or authorised to be borrowed under former Acts, to all or any of the purposes of the intended Act.

To authorise the Corporation to levy rates, rents, and charges, to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, 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 repeal, or amend, or to extend and apply to the intended Act all or some of the provisions of the following local Acts and Orders (namely):—The Leeds Waterworks Act, 1847; the Leeds Waterworks (Wharfe Supply) Act, 1852; the Leeds Waterworks (Wharfe Supply) Act, 1856; the Leeds Waterworks Act, 1862; the Leeds Waterworks Act, 1867; the Leeds Corporation Water Act, 1874; the Leeds Improvement Act, 1893; the Leeds Corporation Act, 1897; and all order Acts relating to the Corporation or to their water undertaking.

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 Acts, the Lands Clauses Acts, the Waterworks Clauses Act, 1847 and 1863; the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway; the Local Loans Act, 1875; the Arbitration Act, 1889; and all Acts amending those Acts respectively.

Plans and sections of the proposed works, including plans of the lands proposed to be acquired under the authority of the intended Act, together with a book of reference to the plans, 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 with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, and with the Clerk of the Peace for the city, at his office at Leeds; and a copy of so much of the said plans, sections,

and book of reference as relates to each of the several areas hereinafter mentioned, together with a copy of the said notice, will, on or before the 30th day of November, be deposited as follows:—

As relates to any urban district not being a borough, with the clerk of the district council of such district, at his office.

As relates to all parishes or townships having parish councils, with the clerk of the parish council of each such parish or township, at his residence, or if there be no clerk, with the chairman of that council, at his residence; and

As relates to any parish or township comprised in a rural district and not having a parish council, with the clerk of the rural district council, at his office.

Printed copies of the intended Act or 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 19th day of November, 1900.

W. J. JEEVES, Town Clerk, Leeds.

SHARPE, PARKER, PRITCHARDS, BARHAM,  
and LAWFORD, 9, Bridge-street, West-  
minster, Parliamentary Agents.

In Parliament.—Session 1901.

Bristol Corporation.

(Enlargement of Greenbank Cemetery; Stopping up or Diversion of Highways; Power to Corporation to Acquire, Maintain, and Manage the Bristol Fine Art Academy and School of Art, and to Extend and Improve the Same, and to Let it and any other Buildings belonging to the Corporation for the Exhibition of Works of Art, Industry, and Science, and for Lectures and Instruction Classes, and to Provide and Pay Lecturers and Instructors and others, and to Erect New Buildings and to Charge for Admission to Lectures, Classes, and Exhibitions, and Buildings; Extension of Limit of Library Rate; Additional Rates and Borrowing Powers; Incorporation and Amendment of Acts.)

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 City of Bristol (hereinafter called "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 empower the Corporation to make, maintain, fence, sewer, drain, lay out, and plant an enlargement of their existing Greenbank Cemetery at Easton, in the parish of Bristol, in the City and County of Bristol, by adding thereto the whole or some portion of the lands hereinafter described, belonging or reputed to belong to the Corporation. The said lands are wholly situate in the said Parish, City, and County, and are the following (that is to say):—

Certain lands adjoining the Greenbank Cemetery, and numbered 1, 3, 64 and 67, on the ordnance map of the Parish of St. George, published in the year 1882, sheet lxxii. 10 and 1, 64, 1002 and 1004, on the ordnance map of the said Parish published in the year 1883, sheet lxxii. 9, and certain lands adjacent to Greenbank Cemetery aforesaid, and lying to the north and north-west of Coombe Brook, and numbered 477 and 481 on the ordnance map of the Parish of Stapleton, published in the year 1883, sheet lxxii. 9 and 481 on the ordnance map of the said Parish published in the year 1882, sheet lxxii. 10.

2. To constitute any lands so added to the existing cemetery for all purposes a part thereof, and to extend and apply to the enlarged cemetery all or such as may be deemed expedient of the provisions now applicable to the existing cemetery, and in particular to empower the Corporation to demand and receive fees, charges, and other payments for or in respect of the enlarged cemetery, the interments therein, and the placing of monuments and gravestones and the maintenance thereof, and of graves.

3. To empower the Corporation to stop up and extinguish all rights of way over the footpaths adjoining and conterminous with the existing cemetery on the south-western and south-eastern sides thereof and respectively leading from Coombe Brook to Greenbank-road, and from Greenbank-road to Royate Hill-road.

4. To empower the Corporation to acquire, maintain and manage the lands and buildings situate in Queen's-road, in the said parish of Bristol, and known as the Fine Arts Academy and School of Art, and to extend the same, and to alter and adapt the said buildings for the holding of classes and lectures therein.

5. To erect new and additional buildings for the purpose of museums and art galleries with all necessary and convenient approaches, appliances, and conveniences, and to empower the Corporation to exercise the following powers in relation to all the before mentioned buildings, that is to say:—to fit up, furnish, heat, light, and maintain the same, and procure and accept gifts of works of art, industry, and science, books, newspapers and periodicals; to appoint, employ, and pay officers, lecturers, class instructors, and servants; to provide for the giving of lectures, the holding of exhibitions, and of classes for instruction and the payment of fees and charges for admission thereto respectively; to let the buildings or parts thereof for the purposes aforesaid, and empower the tenants to take charges for admission thereto; to close the buildings, or any part or parts thereof at certain times, and charge for admission thereto; to make bye-laws for, or in relation to, the before mentioned purposes, or any of them, and for regulating the admission of persons to, and their conduct in, the said buildings; the prevention of injury to the said buildings or their contents, and the regulating of the sale of refreshments therein.

6. To enable the Corporation for all or any of the purposes of the Bill, to make and levy additional or increased rates, to extend the limit of the library rate, and to borrow further moneys by mortgage and stock, or by either mode, upon all or any one or more of the following securities, namely, the borough fund and rate, the district fund and general district rate, the library rate, and the lands, property, and revenues of the Corporation, and to make provision for the repayment of such borrowed moneys.

7. To empower the Corporation, and any body or person to enter into and fulfil agreements and contracts for or in relation to all or any of the purposes aforesaid, and to confirm any such as may have been, or, during the progress of the Bill, may be entered into.

8. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with all or any of the powers of the Public Health Act, 1875; the Municipal Corporations Act, 1882; the Cemetery Clauses Act, 1847; the Burial Acts, 1852 to 1900; the Public Health (Interments) Act, 1879; the Public Libraries Act, 1892; the Public Libraries (Amendment) Act, 1893; the Museums and

Gymnasium Act, 1891; and the Local Loans Acts; and will, so far as it may be deemed necessary or expedient, repeal, alter, amend, and consolidate the provisions of all other Acts, Orders, and resolutions, directly or indirectly affecting the Corporation or the City or which would interfere with the objects of the Bill, and will or may incorporate with itself, in extenso, or by reference, and, with or without alteration, such provisions as may be deemed expedient of the before-mentioned Acts, or any of them, and will vary and extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges.

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 19th day of November, 1900.

EDMUND J. TAYLOR, Town Clerk, Bristol.  
DYSON and Co., 9, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

Board of Trade.—Session 1901.

Honley Urban District Council Electric Lighting  
(Provisional Order).

(Application to the Board of Trade under "The Electric Lighting Acts, 1882 and 1888," for a Provisional Order enabling the Honley Urban District Council to Produce and Supply Electric Light for Public and Private Purposes within the Urban District of Honley; and to Levy, Make and Recover Rates and Charges therefor; and to Break Up Streets, Railways and Tramways; and to Cross Rivers and Canals; and Lay Electric Lines; to Manufacture, Hire, Sell and Let Electric Apparatus; and other Incidental Powers.)

NOTICE is hereby given that the Urban District Council of the Urban District of Honley (hereinafter called the Undertakers), and whose address is 17, Southgate, Honley, in the County of York, intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order under "The Electric Lighting Acts, 1882 and 1888" for the following purposes, or some of them, that is to say:—

1. To enable the Undertakers to make and maintain on any lands now belonging to them, or which they may hereafter acquire, works for the production, storage, supply and distribution of electricity, and to supply the same for all or any public and private purposes within the Urban District of Honley, hereinafter called the "area of supply" and to exercise (with or without modification), for the purpose aforesaid, all or any of the powers of "The Electric Lighting Acts, 1882 and 1888," and "The Electric Lighting (Clauses) Act, 1899," and any Act amending or extending the same respectively, and of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," and such other rights and powers as may be conferred by the Order, including the power to levy, charge and recover rates, rents and charges, and to make, lay down, erect, construct and place all such works, buildings and apparatus (including in that word, where used in this notice, engines, dynamos, meters, machinery, mains, wires, pipes, conductors, poles, brackets and fittings), and do all such matters and things as may be necessary or expedient for all or any of the purposes aforesaid.

2. The following are the names of the streets in which it is proposed that electric lines should be laid down within a specified time (that is to say:—

Eastgate, Westgate, Southgate, and Church-street.

3. For all or any of the purposes of the intended Order to break up, stop up, or interfere with and to cross or pass over, under or along as the case may require public and private streets (including in that word roads, highways, footways, bridges, and thoroughfares), railways, tramways, water-courses, and places within the area of supply, and any sewers, drains, pipes, and telegraph, telephonic and electric apparatus, in, over, under, or along the same respectively, and particularly so to break up, stop up, or interfere with all streets within the area of supply repairable by the Undertakers, and the following streets and places not so repairable (that is to say):—

Cross-street, High-street, New-street, Back New-street, Burhouse-street, Exchange, St. Mary's-lane, St. Mary's-square, Crown-street, Swift's-fold, Doctor-fold, Brook's-fold, Jessop's-fold, France's-fold, Fowler's-yard, Oldfield-buildings, Morpeth-buildings, Upper-fold, Lower-fold, Marsh, Concord-street, Jaggar-lane, Co-operative-terrace, Fisher-green, Victoria-place, Well-hill, Berry Croft-footpath, Newtown, Lockwood's-buildings, and Robinson's-lane.

and to cross or pass over, under, through, or along rivers and canals, within the area of supply, and to cross or pass over, under, or along, and break up the following railways and tramways, so far as they are respectively situate within the area of supply (that is to say):—

The Lancashire and Yorkshire Railway, and the Huddersfield Corporation Tramways.

And to lay, place, renew, alter, and maintain apparatus in, under, over, across, and along such streets, places, railways, tramways, rivers, and canals.

4. To authorise the Undertakers to manufacture, purchase, hire, sell, and let apparatus for and in relation to the production, supply, distribution, and measurement of electricity, and to make and recover rents and charges therefor.

5. To enable the Undertakers to acquire, hold, and use patent rights or licences and authorities under letters patent for the use of inventions, processes and apparatus for or relative to the matters aforesaid, or any of them.

6. To enable the Undertakers and any local authority, company, or person to enter into and fulfil contracts and agreements for and in relation to all or any of the purposes before-mentioned, and to enable the Undertakers to sell, demise, or let to such local authority, Company, or person, any lands for the time being belonging to the Undertakers, and to enable them to acquire lands by agreement for all or any of the purposes of the intended Order.

7. To incorporate with the intended Order, with or without alteration, such of the provisions as may be deemed expedient of the before-mentioned Acts and "The Lands Clauses Acts," except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

8. On or before the 30th day of November instant a copy of this Notice, as published in the London Gazette, and a map showing the proposed area of supply, will 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 with the Clerk of the said Urban District Council at his office at 17, Southgate, Honley, aforesaid, and also at the office of the Board of Trade, Whitehall, London.

9. Printed copies of the Draft Provisional Order will be deposited at the said office of the Board of Trade on or before the 21st day of

December next, and printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained at the offices of the undersigned on payment of one shilling for each copy.

10. Any local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the intended application must do so by letter addressed to the Board of Trade (marked on the outside of the cover enclosing it, "Electric Lighting Acts"), on or before the 15th day of January next, and a copy of such objection must also be forwarded to the offices of either of the undersigned.

Dated this 13th day of November, 1900.

ARMITAGE, SYKES, and HINCHCLIFFE,  
Huddersfield, Solicitors.

DYSON and Co., 9, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Christ's Hospital [London].

(Purchase of Reversionary Interests in Portions of the Site of Christ's Hospital; Powers of Sale of Site; Removal of Human Remains; Amendment of Acts.)

**N**OTICE 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 among other purposes (that is to say):—

To authorize and empower the Mayor and Commonalty and citizens of the City of London Governors of the possessions revenues and goods of the Hospitals of Edward late King of England the Sixth of Christ Bridewell and St. Thomas the Apostle as Governors of Christ's Hospital (hereinafter called "the Governors of Christ's Hospital") on the one hand and the Mayor and Commonalty and citizens of the city of London on the other hand to enter into and carry into effect any agreement for the sale or surrender and release of any reversionary or other estates and interests of the said Mayor and Commonalty and citizens in the site of Christ's Hospital as hereinafter defined.

To authorize and empower the Governors of Christ's Hospital to sell and dispose of the site of Christ's Hospital and to convey the same freed and discharged from any restrictions (statutory or otherwise) disabilities and covenants or other obligations (if any) affecting the same.

To provide for the removal of any human remains interred in any part of the site of Christ's Hospital in such manner and subject to such conditions as may be prescribed in the intended Act.

The lands to which the provisions of the intended Act will apply, which are hereinbefore referred to as "the site of Christ's Hospital," are in the City of London and comprise lands and buildings bounded as follows, viz.:—On the north and in part on the west by St. Bartholomew's Hospital and lands belonging thereto; on the other part of the west by Giltspur-street and Ball-court and premises on either side of Ball-court; on the south in part by the churchyard of Christ's Church, in part by Christ Church-passage and the passage or way leading therefrom into King Edward-street, in other part by Newgate-street and premises fronting on Newgate-street; and on the east partly by King Edward-street aforesaid and partly by Little Britain.

To alter and amend if and so far as may be necessary for the purposes of the intended Act the Act 35 George III cap. civ intitled "An Act for enabling the Mayor and Commonalty and Citizens of the City of London Governors of the

Possessions Revenues and Goods of the Hospitals of Edward King of England the Sixth of Christ Bridewell and St. Thomas the Apostle, and other the Governors of Christ's Hospital to purchase houses and grounds for enlarging Christ's Hospitals in London and at Hertford, and erecting additional buildings thereto, and for other purposes," and any other Act relating to the said Hospital.

To vary and extinguish all powers, rights, authorities, and privileges inconsistent with or which would interfere with the carrying into effect any of the objects and purposes of the intended Act, and to confer other powers, rights, authorities, and privileges.

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 19th day of November, 1900.

R. MELVILL BEACHCROFT, Solicitor to  
Christ's Hospital, 9, Theobald's-road,  
London, W.C.

DYSON and Co., 9, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1901.

Thames Deep Water Dock.

(Revival and Extension of Powers for Compulsory Purchase of Lands and construction and completion of the Dock and Works authorised by the Thames Deep Water Dock Act, 1881; Definition of Period for Payment of Interest during construction to Shareholders; Amendment of Acts, &c.)

**N**OTICE is hereby given that the Thames Deep Water Dock Company (hereinafter called "the Company") intend to apply 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 revive and extend the powers for the compulsory purchase of lands limited by the Thames Deep Water Dock Act, 1881, as extended by the Thames Deep Water Dock Act, 1891, for the purposes of the dock and works authorised by the first named Act, and also to extend the time limited by the said Acts of 1881 and 1891 for the construction and completion of the said dock and works.

To define and, if need be, to extend the period referred to in the said Act of 1881, as extended by the said Act of 1891, for the payment of interest during construction to the shareholders on the amounts from time to time paid up in respect of the shares held by them.

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

The Bill will, so far as may be necessary or expedient to effect the objects and purposes thereof, or any of them, incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863, and will alter, amend, extend, or enlarge all or any of the powers and provisions of the Thames Deep Water Dock Act, 1881, and the Thames Deep Water Dock Act, 1891, and all other Acts affecting the Company and the undertaking of the Company.

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

Dated this 13th day of November, 1900.

W. and W. M. BELL, 27, Great George-street,  
Westminster, Parliamentary  
Agents.

In Parliament—Session 1901.

Folkestone Corporation Tramways, &c.  
(Construction of Tramways in Parishes of Folkestone and Folkestone-next-Sandgate, to be Worked by Animal or Mechanical Power; Power to Corporation to Work the Same and take Charges for Use of Carriages and provide Plant; to acquire Lands, compulsorily or by agreement, and Construct Generating Stations; Purchase, Sale, and Lease of Tramways within and without the Borough; Working Agreements and Traffic Arrangements; Breaking up Streets; Placing Electric Lines, Posts and Brackets; Application of Funds; Additional Borrowing Powers; Levying of Rates; Incorporation, Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Folkestone, in the county of Kent (hereinafter called "the Corporation"), being also the Urban District Council for so much of the said borough as is not included within the Urban District of Sandgate, intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To enable the Corporation, wholly in the county of Kent, to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels (including in that word where used in this Notice channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, works, machinery, waiting-rooms, sheds, and conveniences connected therewith respectively, and where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The following are the tramways:—

Tramway No. 1, about 1 mile 8·73 chains in length (whereof 6 furlongs 8·73 chains will be single line and 2 furlongs will be double line), situate wholly in the parish and Urban District of Folkestone, commencing in Cheriton Road where the Borough and Urban District boundary crosses that road, thence proceeding in an easterly direction along Cheriton Road, and terminating in that road by a junction with Tramway No. 3 (hereinafter described) at a point 60 feet or thereabouts, measured in a northerly direction, from the centre of the bridge carrying the South Eastern and Chatham Railway over Cheriton Road.

Tramway No. 2, about 1 mile 2 chains in length (whereof 4 furlongs 3·88 chains will be single line and 3 furlongs 8·12 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Cheriton Road by a junction with Tramway No. 1 at a point opposite the north-eastern corner of No. 67, Cheriton Road, thence proceeding in an easterly direction along Cheriton Road into and along Radnor Park Road, Park Road, Foord Road, Tontine-street, and Harbour-street, and terminating in the last-mentioned street at a point 70 feet measured in a southerly direction from the intersection of Beach-street and Harbour-street.

Tramway No. 3, about 4 furlongs 7·12 chains in

length (whereof 2 furlongs 7·63 chains will be single line and 1 furlong 9·49 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Radnor Park Road by a junction with Tramway No. 2 at a point 85 feet, measured in a northerly direction, from the most northern corner of the Central Hotel, thence proceeding in a southerly direction into Cheriton Road, thence in a south-easterly direction along Cheriton Road and Guildhall-street, and terminating near the junction of the last-mentioned street with Sandgate Road and Rendezvous-street at a point 30 feet, measured in a southerly direction, from the most southern corner of the Town Hall.

Tramway No. 4, about 3 furlongs 3·33 chains in length (whereof 2 furlongs 3·92 chains will be single line and 9·41 chains will be double line), situate wholly in the parish of Folkestone-next-Sandgate, in the Urban District of Sandgate, commencing at the easterly end of the South Eastern and Chatham Railway Company's existing tramway in Upper Folkestone Road, thence proceeding in a north-easterly and easterly direction along Upper Folkestone Road, and terminating in the last-named road by a junction with Tramway No. 5 hereinafter described at a point where the Sandgate Urban District boundary and the Folkestone Urban District boundary cross that road.

Tramway No. 5, about 1 mile 2·58 chains in length (whereof 5 furlongs 6·83 chains will be single line and 2 furlongs 5·75 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Sandgate Road by a junction with Tramway No. 4 at its termination, thence proceeding along Sandgate Road, and terminating by a junction with Tramway No. 3 at its said termination.

Tramway No. 6 (a double line), about 1 furlong 5·18 chains in length, situate wholly in the said parish and Urban District of Folkestone, commencing by a junction with Tramways Nos. 3 and 5 at their said terminations, thence proceeding along Rendezvous-street, Dover Road, and Tontine-street, and terminating by a junction with Tramway No. 2 in the last-mentioned street at a point 25 feet, measured in a south-westerly direction, from the most southern corner of the Congregational Church.

Tramway No. 7, about 3 furlongs 8·94 chains in length (whereof 2 furlongs 7·38 chains will be single line, and 1 furlong 1·56 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Lower Sandgate Road at a point 30 feet, measured in a westerly direction, from the centre of the road opposite to the centre of the entrance to the Victoria Pier, thence proceeding in an easterly direction along such road into and along Marine Parade, and thence along Marine-terrace, Lower Sandgate Road and Harbour-street, and terminating in the last-mentioned street by a junction with Tramway No. 2 at a point 20 feet, measured in a southerly direction, from the intersection of Harbour-street and Beach-street.

Tramway No. 8, about 1 mile 7·42 chains in length (whereof 5 furlongs 3·25 chains will be single line, and 3 furlongs 4·17 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Foord



Road by a junction with Tramway No. 2 at a point opposite Ship-street, thence proceeding into and along Black Bull Road, Canterbury Road, Dover Road, and Tontine-street, and terminating in the last-named street by a junction with Tramway No. 2 at a point 160 feet, measured in a south-easterly direction, from the most southern corner of the Congregational Church.

Tramway No. 9, about 1 furlong 1.06 chains in length (whereof 8.06 chains will be single line and 3 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Dover Road by a junction with Tramway No. 8 at a point 220 feet, measured in a north-easterly direction, from a point opposite Folly Road, thence proceeding in a north-easterly direction and terminating in Dover Road at a point 115 feet, measured in a north-easterly direction, from opposite Alexandra Street.

Tramway No. 10 (a double line), about 2 chains in length, situate wholly in the said parish and Urban District of Folkestone, commencing in Tontine-street by a junction with Tramway No. 8 at a point 20 feet, measured in an easterly direction, from the most eastern corner of the Congregational Church, thence proceeding in a southerly and westerly direction, and terminating by a junction with Tramway No. 2 at a point 2 chains from the point of commencement.

Tramway No. 11 (a double line), about 3 chains in length, situate wholly in the said parish and Urban District of Folkestone, commencing in Foord Road by a junction with Tramway No. 2 at a point opposite the centre of the "Red Cow" public-house, thence proceeding into and along Black Bull Road, and terminating in the last-mentioned road by a junction with Tramway No. 8 at a point 3 chains from the point of commencement.

The several tramways will consist of rails laid to a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

It is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway in the case of the following tramways, and at the points hereinafter described with respect to each of them, namely:—

Tramway No. 1. In Cheriton Road. On the south side, from the commencement of the tramway to a point 2 chains distant therefrom. On both sides from the last-described point to a point 3 chains east thereof. On the south side from the last-described point for a distance of 420 feet east thereof. On both sides, from a point opposite the north-westerly corner of No. 20, Shorncliffe-terrace for a distance of 3 chains in an easterly direction. On both sides, from a point 210 feet, measured in a westerly direction, from the intersection of Cherry Garden Avenue and Cheriton Road, for a distance of 430 feet in an easterly direction. On both sides, from a point 210 feet, measured in an easterly direction, from the north-eastern corner of the Cemetery boundary wall to a point 606 feet east of such corner. On the south side, from a point opposite the centre of No. 71, Cheriton Road for a distance of 170 feet in an easterly direction.

Tramway No. 2. In Cheriton Road and Radnor

Park Road. On the north side from the commencement of the tramway for a distance of 4 chains. On both sides between a point opposite the centre of No. 54 Radnor Park Road and a point  $2\frac{1}{2}$  chains therefrom, measured in a north-easterly direction.

In Radnor Park Road and Park Road. On both sides between a point 70 feet, measured in a south-westerly direction, from the intersection of Park Road and Radnor Park Road and a point in Park Road 125 feet, measured in an easterly direction, from the same intersection.

In Park Road and Foord Road. On both sides between a point in Park Road 112 feet, measured in a north-westerly direction, from the intersection of St. John's Church Road and Park Road, and a point 70 feet, measured in a south-easterly direction, from the same intersection.

In Foord Road. On the south-westerly side from the last-described point for a distance of 3 chains, measured in a south-easterly direction. On both sides between a point 100 feet, measured in a north-westerly direction, from the centre of the viaduct carrying the South Eastern and Chatham Railway over Foord Road, and a point 30 feet, measured in a south-easterly direction, from the same centre. On both sides from New-street to Dover Road.

In Tontine-street, on the north side, between a point 35 feet, measured in an easterly direction, from the intersection of Dover Road and Foord Road, and a point 20 feet, measured in an easterly direction, from opposite Millbay. On both sides from a point 20 feet, measured in an easterly direction, from opposite Millbay, for a distance of 70 feet, measured in an easterly direction. On the south side between a point, 90 feet, measured in an easterly direction, from opposite Millbay, and a point opposite the centre of No. 59 Tontine-street.

In Tontine-street and Harbour-street. On both sides between a point opposite the centre of No. 18 Tontine-street and a point 20 feet, measured in a south-easterly direction, from opposite Beach-street.

Tramway No. 3. In Radnor Park Road. On the east side from the commencement of the tramway for a distance of 2 chains.

In Cheriton Road. On the north side between a point 85 feet, measured in an easterly direction, from the intersection of Claremont Road and Cheriton Road, and a point 145 feet, measured in an easterly direction, from the same intersection. On the south side, between a point 140 feet, measured in a westerly direction, from opposite Coolinge Road, and a point 185 feet, measured in an easterly direction, from opposite the same road.

In Cheriton Road and Guildhall-street. On both sides, between a point opposite the most westerly corner of No. 24, Cheriton Road and a point opposite the most eastern corner of No. 31, Guildhall Street.

In Guildhall Street. On both sides, between a point opposite the most northerly corner of the Queen's Hotel and the termination of the tramway.

Tramway No. 4. In Upper Folkestone Road. On both sides, between a point 75 feet from the commencement of the tramway, for a distance of 3 chains, measured in a north-easterly direction. On both sides, from a point 575 feet from the commencement of

the tramway, for a distance of 3 chains, measured in a north-easterly direction. On both sides between a point 65 feet, measured in a south-westerly direction, from opposite Coolinge-lane, and a point 170 feet, measured in an easterly direction, from the same point. On the north side from a point 170 feet, measured in an easterly direction, from opposite Coolinge-lane to the termination of the tramway.

Tramway No. 5. In Sandgate Road. On both sides, between a point opposite Christ Church Road and a point distant 140 feet therefrom, measured in an easterly direction. On both sides, between a point 150 feet, measured in a westerly direction, from opposite Bouverie-place to Bouverie-place. On the south-easterly side, from a point 130 feet, measured in a north-easterly direction, from opposite Alexandra Gardens to a point 175 feet, measured in a north-easterly direction, therefrom. On both sides, between a point 3 chains from the termination of the tramway and a point 2 chains from the termination of the tramway. On the south side between a point 2 chains from the termination of the tramway and such termination.

Tramway No. 6. In Rendezvous-street, Dover Road, and Tontine-street. On both sides for its whole length.

Tramway No. 7. In Lower Sandgate Road. On both sides between a point 5 chains from the commencement of the tramway and a point 6 chains from the commencement of the tramway.

In Marine-terrace. On both sides for the whole length of the terrace.

In Lower Sandgate Road. On the south side from opposite Marine-terrace for a distance of 85 feet, measured in a north-easterly direction.

Tramway No. 8. In Black Bull Road. On both sides between a point two chains from the point of commencement and a point  $3\frac{1}{2}$  chains from the point of commencement. On both sides between a point opposite Linden-crescent and a point opposite Fern Bank-crescent.

In Canterbury Road. On both sides between a point opposite Sidney-street and a point 125 feet, measured in a north-westerly direction, from opposite Denmark-street. On both sides from a point 110 feet, measured in a south-easterly direction, from opposite Princess-street for a distance of 3 chains, measured in a south-easterly direction.

In Dover Road. On both sides from a point opposite the north-east corner of the 1st Cinque Ports Volunteer Artillery Drill Hall for a distance of 100 feet, measured in a southerly direction. On both sides between a point 70 feet, measured in a westerly direction, from the intersection of Dover Road and Dover-street and a point 125 feet, measured in a north-easterly direction from opposite Charlotte-street.

In Dover Road and Tontine-street. On both sides from the intersection of Harvey-street and Dover Road to the termination of the tramway.

Tramway No. 9. In Dover Road. On both sides between a point opposite the centre of No. 191, Dover Road and a point 140 feet from the termination of the tramway.

Tramway No. 10. In Tontine-street. On the north side for the whole length of the tramway.

Tramway No. 11. In Black Bull Road and Foord Road. On the north side for the whole length of the tramway.

The motive power to be used on the proposed tramways is animal or mechanical power, and it is intended to apply for power to use the said motive power on all tramways or light railways for the time being owned, leased, worked, run over, or used by the Corporation, all of which are hereinafter included in the expression "the Corporation Tramways."

2. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein as may be necessary or convenient to the efficient working of the Corporation Tramways, or any of them, or for affording access to any stables, carriage, engine, boiler, and dynamo houses, stations, buildings, sheds, and works of the Corporation.

3. To empower the Corporation from time to time, when by reason of the execution of any work in or the alteration of any street, road or highway, or thoroughfare in which any tramway, channel or electric line shall be laid or placed it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, and to make and lay down in the street so altered, or temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways, or channels, or electric lines.

4. To confer on and reserve to the Corporation and their lessees the exclusive right of using on the proposed tramways carriages drawn or propelled by any motive power before mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

5. To empower the Corporation to make such alterations of the Corporation Tramways, or any part or parts thereof, and to execute on, in, under or over any streets and roads in which the same are laid, all such works as may be necessary or expedient for adapting the same to be worked by mechanical power, and to lay down, construct and maintain on, in, under or over such streets and roads, and to attach to any building all such posts, brackets, conductors, wires, mains, tubes, plates, cables, ropes and appliances as may be necessary or convenient for working the Corporation Tramways by mechanical power, or for connecting any of those tramways, and for providing access to or forming connections with any generating stations, engines, machinery or apparatus, or with any tramways which could be worked in connection with those tramways, or any of them.

6. To empower the Corporation to substitute single or interlacing for double lines, and double or interlacing for single lines, and double or single lines for interlacing lines.

7. To authorise the Corporation or their lessees, or other the person or persons working the said tramways, 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 upon the same, and to confer exemptions from tolls, rates, and charges.

8. To authorise the Corporation, and any corporation, council, person, company, or body, to enter into and fulfil contracts and agreements for and in relation to the user, working, lease, sale and purchase of the whole or any part of the tramways for the time being belonging to them respectively, whether within or without the said Urban District of Folkestone, in consideration of such gross sum or sums, rent or

rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Bill may define, or as Parliament may prescribe.

9. To empower the Corporation to place or run carriages on, and to work, and to demand and take tolls and charges in respect of the Corporation Tramways, and to provide such depots, generating stations, waiting-rooms, sheds, stables, car-sheds, engine and boiler-houses, and other buildings, carriages, motor cars, accumulators, dynamos, harness, engines, machinery, apparatus, horses, steam electric cables, and other plant, appliances, and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by animal or mechanical power; and to sell, exchange, or dispose of such of the before-mentioned articles and things as from time to time may no longer be required.

10. To enable the Corporation, for any of the purposes of the Corporation Tramways, to purchase or otherwise acquire, and to take on lease, lands and hereditaments, and easements thereon, and to use the same, and any lands now belonging to them; and to erect offices, buildings, stables, sheds, carriage, engine, and boiler-houses, and other conveniences thereon.

11. To empower the Corporation to construct and maintain on the following lands a station or stations for generating electric energy (to be used for all purposes for which the same is or may become applicable, whether within or without the said Urban District of Folkestone), with all buildings, engines, dynamos, machinery, and appliances necessary or expedient for the purpose, and by means thereof to produce and supply such energy accordingly in the borough. The lands in this paragraph referred to are:—

(A) Certain land in the Parish and Borough of Folkestone (being part of land contracted to be sold to the Folkestone Gas and Coke Company), bounded on its north-westerly side by lands and premises abutting on to Black Bull-road and Linden Crescent, on its north-easterly and south-easterly sides by land being other part of the said land contracted to be sold to the Folkestone Gas and Coke Company, and on its south-westerly side partly by the public footpath leading from Black Bull Road to St. John's-street and partly by lands and premises in the occupation of Joseph Crockford, and containing an area of 3 acres or thereabouts.

(B) Certain land in the Parish and Borough of Folkestone, the property of, or reputed to belong to, the Earl of Radnor, lying to the south of Cheriton Road, and bounded on the north by Cheriton Road, on the east by a private road used as an entrance to the Folkestone Electricity Supply Company's Works, on the south by the lands of, or reputed to belong to, the South Eastern and Chatham Railway Company, and on the west by land belonging, or reputed to belong, to the Earl of Radnor, and now used as a football ground. The plot of land proposed to be acquired measures on its north and south sides 200 feet, or thereabouts; on its east side 400 feet, or thereabouts; and on its west side 425 feet, or thereabouts, and contains an area of 2 acres, or thereabouts.

12. To empower the Corporation to make regulations and bye-laws for all or any of the purposes mentioned in Section 46 of the Tramways Act, 1870, and to extend all or any such bye-laws to the Corporation Tramways.

13. To empower the Corporation on the one hand, and the Urban District Council of Sand-

gate and the local and road authorities of any district adjacent to the borough or to either of the Urban Districts of Folkestone or Sandgate, or any one or more of those respective authorities, on the other hand, to enter into and fulfil agreements with respect to the sale, purchase and lease of any tramways or light railways belonging to them respectively, and the construction of the proposed tramways, or any of them, and working agreements and agreements for or in relation to, the exercise of running powers over, the interchange of traffic on, and the supply of rolling stock, plant, and motive power for their respective undertakings, and the division of profits arising therefrom, 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 any such authority as aforesaid to apply to any of the purposes aforesaid any of their funds or local rates or other moneys under their control, to borrow moneys on the security thereof, and, so far as may be necessary for the purpose, to exercise the powers of the intended Act, or some of them, on behalf of or instead of the Corporation.

14. To authorise the Corporation to construct and maintain all necessary approaches, bridges, retaining walls, piers, abutments, embankments, arches, goits, sewers, drains, culverts, conveniences, and works in connection with the foregoing tramways and works, or any of them.

15. To authorise the Corporation to deviate in the construction of the several Tramways and works to be authorised by the said intended Act, both vertically and laterally, to the extent to be defined by the Bill or prescribed by Parliament.

16. To enable the Corporation to purchase or otherwise acquire, compulsorily or by agreement, for all or any of the purposes of their existing Acts and of the Bill, lands (including in that word where used in this Notice, houses, buildings, easements, hereditaments and property), and in addition thereto to acquire, compulsorily or by agreement, the lands (A) and (B) hereinbefore described as to be used for generating stations, and also the following lands to be used as an approach to the first-mentioned of those stations (that is to say):—

Certain land in the said Parish and Borough of Folkestone, the property of, or reputed to belong to, the Earl of Radnor, situated on the south-easterly side of Black Bull Road, near the southerly end of Park-street, and bounded on its north-westerly and south-westerly sides by Black Bull Road, and on its north-easterly and south-easterly sides by a public footpath.

17. To enable the Corporation for or in relation to all or any of the purposes of the Bill, and for or in relation to the Corporation Tramways, to apply their rates, funds, and revenue, and any moneys which they are already authorised to borrow and make assess, levy, and recover new and additional tolls, rates, and charges, and to borrow, further moneys by mortgage and stock (of one or more classes, and at the same or at varying rates of interest), and to charge those moneys upon all or any one or more of the following securities (that is to say):—The general rate, lands, tenements, hereditaments, undertakings, and property, and the rates, rents, tolls, and revenues of the Corporation as an Urban District Council, and the corporate estate of and dues payable to the Corporation, and to make provisions with respect to the repayment of any moneys for the time being owing by the Corporation.

18. The Bill will or may enable the Corpora-

tion to carry the provisions of the Bill into effect with; under and subject to the powers and provisions of the Acts hereinbefore mentioned, the Public Health Acts, the Municipal Corporations Acts, the Local Government Acts, the Local Loans Acts, the Lands Clauses Acts, the Tramways Act, 1870, the Light Railways Act, 1896, the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and other Acts (Public and Local) affecting Municipal Corporations and Urban District Councils, with such modifications as may be contained in the Bill, and to enter into and fulfil agreements and contracts for all or any of the purposes of the Bill; and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

19. The Bill will, so far as may be deemed necessary or expedient, vary, amend, and extend or repeal, alter and consolidate the provisions of, among other Acts and Orders, the following:—The Folkestone Improvement Act, 1855; the Folkestone Order, confirmed by the Local Government Boards Provisional Orders Confirmation (Berwick-on-Tweed, &c.) Act, 1881; the Folkestone Order, confirmed by the Local Government Boards Provisional Orders Confirmation (No. 8) Act, 1887; the Folkestone Electric Lighting Order, 1896; and any other Acts or Orders (including Orders made by any Public Department) relating directly or indirectly to the Corporation or the Borough, or to the Urban District of Sandgate or to the respective Councils thereof, or interfering with any objects of the Bill; and the Bill will or may incorporate with itself, in extenso or by reference, and with or without alteration, such of the provisions as may be deemed expedient of the hereinbefore-mentioned Acts and Orders, and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer all such powers, authorities, rights, and privileges as may be necessary or expedient for effecting its objects.

Duplicate plans and sections describing the lines, situation, and levels of the proposed tramways and works and the lands in or through which they will be made, and duplicate plans of the lands to be compulsorily taken for other purposes under the powers of this Bill, together with a book of reference to the 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 Kent, at his office at Maidstone; with the Town Clerk of Folkestone, at his office in the Corporation Offices, Folkestone; and with the Clerk to the Urban District of Sandgate, at his office at No. 48, Sandgate Road, Folkestone.

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 19th day of November, 1900.

A. F. KIDSON, Town Clerk, Folkestone;  
DYSON & Co., 9, Great George Street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Bethlem Hospital.

(Further powers as to Leasing; Confirmation of existing Leases, &c.)

NOTICE is hereby given that the Mayor and Commonalty and Citizens of the City of London, Masters, Guardians, and Governors of the House and Hospital called Bethlem, situate

without and near to Bishopsgate, of the said City of London (hereinafter called "the Governors"), intend to apply to Parliament in the next Session for an Act for all or some of the following purposes, that is to say:—

To authorise and empower the Governors to grant building and improving leases of any messuages, lands, tenements, or hereditaments, and to prescribe the conditions and terms upon which such leases may be granted.

To authorise the Governors to accept surrenders of leases of any premises or portions of premises, with or without consideration, and to enable the Governors to grant new leases in respect of the premises or portions of premises so surrendered.

To authorise the Governors to enter into agreements for the granting of leases subject to such conditions and restrictions as may be prescribed by the intended Act.

To confer further powers on the Governors as to the granting of leases or the entering into agreements for leases, and to make further and other provisions as to the right of entry or re-entry on any premises by the Governors by reason of any breach or non-performance by the lessees of any covenants contained in such leases.

To provide that the Governors may grant leases, and exercise the powers of the intended Act without the consent of the Charity Commissioners, and to exempt the property of the Governors from the control and jurisdiction of the said Commissioners.

To confirm and render valid certain leases heretofore granted by the Governors.

To repeal, alter, vary, extend, or amend the provisions of the Act 6 George IV, cap. 50.

On or before the 21st day of December, 1900, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1900.

TROWER, STILL, FREELING, and PARKIN,  
5, New Square, Lincoln's Inn, W.C.,  
Solicitors.

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

In Parliament—Session 1901.

Lynton and Barnstaple Railway.

(Additional Capital and Special Charging thereof, Priorities; Alteration of Loan Capital of the Company; Provisions for Exchange of Existing Debentures for New Debentures to be Created and Issued by the Company; Altering Rates of Interest thereon; New Rates of Interest; Power to Apply Moneys; Power to Trustees and Others; Amendment of Lynton and Barnstaple Railway Act 1895, and Lynton and Barnstaple Railway Certificate 1897; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Lynton and Barnstaple Railway Company (hereinafter referred to as "the Company") for an Act (hereinafter referred to as "the intended Act") to effect the following or some of the following purposes (that is to say):—

1. To alter or increase the capital of the Company by the creation and issue of new shares or stock, either with or without a guarantee, or other preference or priority attached thereto or by the creation and issue of debentures or debenture stock, and to secure the repayment thereof, and of the interest or dividends thereon by a charge upon the whole or any part of the Company's undertaking or revenues, and to attach to such

capital, debentures, or debenture stock such precedence, rights, priorities, and privileges over or as regards the existing debentures or debenture stock or share capital of the Company as may be thought desirable, or as Parliament may direct, with such consent, if any, and on and subject to such terms and conditions as may be prescribed or authorized by the intended Act.

2. To enable the Company to apply such shares or stock, debentures or debenture stock, or part thereof, or the money to be raised thereby in or towards paying, satisfying or adjusting all or some of the claims against the Company on capital and revenue account, or such other purposes as may be prescribed or authorized by the Bill, and the Bill may enable and require such persons having any such claims and demands to accept such shares or stock, debentures or debenture stock in satisfaction of such claims and demands.

3. To provide for the option of subscribing for and accepting such shares or stock, debentures or debenture stock as may be issued in order to raise such capital being given in priority to all other persons to the present shareholders, stockholders or debenture holders.

4. To alter and rearrange the loan and share capital and borrowing powers of the Company, and to provide for the conversion thereof into debentures or debenture stock or shares of other classes or denomination, and to alter the rate of interest or dividends now payable upon existing loans, shares or stocks, and otherwise to deal with the same in such manner as may be prescribed by the intended Act or any scheme to be sanctioned thereby.

5. To enable trustees and other persons under disability to consent to the Bill for the intended Act, and to accept any loans, shares, or stocks to be created in lieu of existing loans, shares, or stocks held by them.

6. The intended Act will or may vary the rights of the existing debenture holders, stockholders and shareholders of the Company, and all such other rights and privileges as would interfere with the raising of such moneys, and will incorporate all or some of the provisions of the Companies Clauses Acts 1845 to 1889, and will also amend, vary, repeal, or enlarge, if, and so far as may be necessary, the provisions of the Lynton and Barnstaple Railway Act 1895, and the Lynton and Barnstaple Railway Certificate 1897.

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

Dated this 14th day of November, 1900.

FINCH and CHANTER, Barnstaple, Solicitors.

TORR and Co., 19, Abingdon-street, Westminster, Parliamentary Agents

Board of Trade.—Session 1901.

Henley-on-Thames Water.

(Extension of Limits of Supply; Additional Capital.)

NOTICE is hereby given that the Henley-on-Thames Water Company, Limited (hereinafter called "the Promoters"), intend to apply to the Board of Trade, on or before the 23rd day of December next, 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:—

1. To extend, alter and define the limits within which the Promoters may supply water so as to include therein the whole of the existing

borough of Henley-on-Thames (hereinafter called "the borough"), and the parish of Badgemore, in the county of Oxford, and so much of the parish of Rotherfield-Greys, in the county of Oxford, as lies within the following boundaries (namely): The western boundary of the borough; the south-easterly side of Greys-road between the boundary of the borough and a point opposite to the Club House Cottages, an imaginary straight line drawn from that point to a point in Badgemore-road at the western boundary of the property known as Badgemore House, and the southern boundary of the parish of Badgemore, and so much of the parishes of Rotherfield-Peppard, Harpsden, and Shiplake, in the county of Oxford, as lies within the following boundaries (namely): The southern boundary of the borough; the western side of the Reading-road between the said boundary and the Cross-roads at Shiplake two and one-sixth miles from Henley, the southern side of the road known as Shiplake Mills-road, and the boundary of the said parishes in the River Thames, and so much of the parish of Remenham, in the county of Berks, as lies within the following boundaries (namely): The boundary between the said parish and the borough in the River Thames; a straight line drawn from the point where the southern boundary of the borough crosses the river Thames to a point in the London-road at the lodge entrance to Wilminster Park, a straight line drawn thence to the north-eastern corner of Remenham Lodge, and a straight line drawn thence to the point where the northern boundary of the borough crosses the river Thames.

2. To confer upon the Promoters and to enable them to exercise within the extended limits of supply all such powers, privileges, and authorities for the supply and sale of water, including the levying of rents, rates, and charges, as they now have within their existing limits of supply, and to confer, vary, and extinguish exemptions from and to compound for the payment of such rents, rates, and charges.

3. To enable the Promoters to exercise, within the extended limits of supply, all such powers of executing works and acquiring by agreement and holding lands, property, and easements for the purposes of their Undertaking as they now have within their existing limits of supply.

4. To authorise the Promoters from time to time, for the purpose of laying down, repairing and maintaining any mains, conduits, pipes, culverts and other works, to break up and interfere with streets, roads, highways, bridges, railways, lanes and other public and private passages and places, and sewers, drains, pipes and wires in, over or under the same within the extended limits of supply.

5. To authorise the Promoters to make and carry into effect contracts and agreements for the supply of water and to supply water in bulk or otherwise for any purpose whatsoever with and to any public body, company or person within or beyond their limits of supply as proposed to be extended.

6. To authorise the Promoters to raise a further sum of money by the creation and issue of new preferential or ordinary shares or stock and by borrowing on mortgage or by the creation and issue of debenture stock or by any of such means.

7. To amend, extend, or alter, so far as may be necessary for the purposes of the intended Order, the Henley-on-Thames Water Order, 1881.

8. Copies of this advertisement will, on or before the 30th day of November instant, be deposited at the Board of Trade, Whitehall, London, at the office at Oxford of the Clerk

of the Peace for the County of Oxford, and at the office at Reading of the Clerk of the Peace or the County of Berks.

9. Printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order when made, may be obtained at the price of one shilling each, of Mr. Alex. Groves, the Secretary of the Company, at their office, 19, Reading-road, Henley-on-Thames, and of Messrs. Sherwood & Co., Parliamentary Agents, 7, Great George-street, Westminster.

10. Every Company, Corporation, or person desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the intended application 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 ensuing, and copies of their objections must at the same time be sent to the Promoters at their office aforesaid or to their Parliamentary Agents, and in forwarding to the Board such objections the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 15th day of November, 1900.

ALEX. GROVES, Secretary to the Company, 19, Reading-road, Henley-on-Thames.

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

In Parliament.—Session 1901.

Metropolitan District Railway.

(Conversion of the Company's Railways into Electric Railways and Additional Capital therefor; Creation of Prior Debenture Stock or Guaranteed Stock; Additional Capital; Conversion and Reduction of Maximum Dividend on Preference Stock; Other Companies Running over the Company's Railway to use Electric Traction; Power to constitute Railway authorised by the Metropolitan District Railway Act, 1897, into a separate undertaking; Power to agree with Local Authorities, Corporations, Companies, and Persons as to Supply of Electric Energy, &c.; Provisions as to User of Workmen's Tickets; Amendments of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Metropolitan District Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the Intended Act") for the following, or some of the following, among other purposes (that is to say):—

1. To enable the Company to carry into effect the conversion of their existing and authorised railways into electric railways, and to equip the same for working by electrical energy, and for those purposes, and for the construction and equipment of generating stations, the purchase and adaptation of rolling stock and plant and of motors for electric traction, the renewal and improvement of the Company's railways and stations, and for the general purposes of their undertaking to raise additional capital by all or some of the means hereinafter mentioned.

2. In order to enable the Company to raise the capital necessary for the purposes aforesaid, to empower the Company to raise by debentures or debenture stock in priority to or ranking, *pari passu*, with any existing debenture stock or debentures of the Company, or by a guaranteed

stock, the additional share capital of £500,000, authorised by section 70 of the Metropolitan District Railway Act, 1897, and the £166,000 authorised by section 76 of that Act, to be raised by borrowing in respect of such additional capital, and to enable the Company to raise additional capital by shares or stock, or borrowing on such terms with or without preference, or priority to existing shares or stock, subject to such conditions as the intended Act may provide, and if necessary, to apply to the purposes of the intended Act the whole or part of the £1,200,000, authorised to be raised by shares or stock, and also of the £400,000 authorised to be raised by borrowing under sections 70 and 76 of the said Act of 1897.

3. To convert the five per cent. preference stock of the Company into preference stock with a cumulative dividend, not exceeding the rate of four per centum per annum, or to limit and reduce the maximum dividend to which the said five per cent. preference stock is now entitled, to a dividend not exceeding four per centum per annum, and to provide that such dividend shall be cumulative.

4. To provide that, after the conversion of the Company's railways into electric railways all Companies running over and using the railways of the Company, or any part thereof, shall use electric traction on a system, to be prescribed by the Company, instead of steam traction, and shall adapt their carriages and other rolling stock for haulage by electric traction, and to alter, vary, and amend any existing provisions, by statute or otherwise, inconsistent therewith, and to empower the Company to haul by electric traction the trains of any such Companies, and to make and carry into effect agreements with such Companies for the purposes aforesaid.

5. To empower the Company to constitute the railway authorised by and described in the Metropolitan District Railway Act, 1897, or any portion thereof into an undertaking separate from the undertaking of the Company. To provide for raising of separate capital therefor for working and maintaining the separate undertaking, and for the appointment of a Joint Committee in respect thereof.

6. To empower the Company to enter into and carry into effect agreements with any local authority, corporation, company, or person with regard to the supply to the Company of electrical energy; the construction and working of the generating station authorised by Section 17 of the Metropolitan District Railway Act, 1900; the equipping for electrical traction of the existing railways of the Company; the provision of rolling stock; and the adaptation of the Company's existing rolling stock for use by electrical traction.

7. To provide that any person not being a bona fide workman or working woman, who shall apply for or use a ticket at a reduced fare, marked "Workman's Ticket," shall be liable on conviction to a penalty not exceeding forty shillings, and that the quantity of luggage each passenger travelling with a ticket marked "Workman's Ticket" may take with him shall not exceed 28 lbs. of tools reasonably appertaining to his trade or occupation, and shall be carried at such passengers own risk, and that the Company shall not be under any obligation to issue workmen's tickets on Sundays, Christmas Day, Good Friday, or any statutory holiday.

8. To alter, amend, extend, and, if need be, repeal the provisions of some of the several Acts of Parliament following (that is to say):—



27 and 28 Vict. c. 322, and all other Acts relating to the Company; 9 and 10 Vict. c. 204, and all other Acts relating to the London and North Western Railway Company; 17 and 18 Vic. c. 221 and all other Acts relating to the Metropolitan Railway Company.

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

Dated this 20th day of November, 1900.

BAXTER and Co., 12, Victoria-street  
Westminster, Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street  
Westminster, Parliamentary Agents

In Parliament.—Session 1901.

Bristol Corporation (Docks and Railways, &c.)  
(New Works at Avonmouth, comprising New Dock, Entrance Lock and Channel; Cut between new and existing Dock; Embankments or Sea Walls; Deviation of Avonmouth and Severn Tunnel Railway of Great Western Railway Company, and of Bristol Port and Pier Railway; the Joint Railway of Great Western and Midland Railway Companies, and Abandonment of parts deviated; New Railways and Roads; Diversion of Water; Dredging; New Road out of Ashton-road; Widening Avondale-road, and Bridge across the Feeder Canal; Acquisition of Lands, Buildings, and Easements, compulsorily and by agreement; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Underpinning; Additional Lands; Breaking up of Roads; Maintenance of Roads; Agreements and Traffic Arrangements with Great Western and Midland Railway Companies, and power to them to execute or subscribe to New Works; Superfluous Lands; Sale and Leasing Lands; Provisions Applicable to New Works; Exclusive Right to Corporation to Perform and Charge for Services at New Dock and Works; Tolls and Charges for Services by Corporation in relation to Traffic passing between New Dock and Works and the Railway of the two Companies or either of them; Bonded Warehouses; Constituting the Corporation a Railway Company for certain purposes; Terminal Station; Special Tolls and Rates for Liners and certain Vessels; Additional Borrowing Powers to Corporation and Additional Capital Powers for the said two Companies; New and Additional Tolls, Rates and Charges; Extension of City; Alteration of Ward; Alteration of Barton Regis Union of Parishes and Rural District and School Board; Assessing, Levying, Altering, and Exempting from Rates; Adjustment of Debts and Liabilities; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the City of Bristol (hereinafter referred to as "the Corporation") 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:—

1. To empower the Corporation to make and maintain the following works (that is to say):—

Work No. 1.—A dock, about 30 acres in extent, with an entrance lock thereto from the River Severn, and a junction cut or passage, from the north-west corner of the Avonmouth Dock of the Corporation to the south-east corner of the intended dock to be constructed on lands in the parishes of Shirehampton and Henbury in the County of Gloucester, and the Parish of Bristol in the

City and County of Bristol, hereinafter described as lands for dock works and purposes.

The said junction cut or passage will be situated between the north-western end of the Avonmouth Dock and a point 2 chains or thereabouts measured in a westerly direction from the lighthouse near the north-western corner of the said Avonmouth Dock.

Work No. 2.—An entrance channel in the said parish of Bristol, commencing at the western extremity of the land known as Dunball Island, and extending in a westerly direction for a distance of 19 chains or thereabouts to low-water mark of the River Severn

Work No. 3.—An embankment or sea wall (No. 1), wholly in the said parish of Bristol, commencing near the north-western end of the entrance lock to the Avonmouth Dock, and terminating at a point on the foreshore of the River Severn, distant 15 chains or thereabouts, measured in a westerly direction from the western extremity of Dunball Island aforesaid.

Work No. 4.—An embankment or sea wall (No. 2), commencing in the said parish of Shirehampton at a point on the western side of the Avonmouth and Severn Tunnel Railway 13 chains or thereabouts, measured in a north-westerly direction from the Avonmouth Hotel, and terminating in the said parish of Bristol at a point near low-water mark 19 chains or thereabouts measured in a north-westerly direction from the western extremity of Dunball Island aforesaid. This embankment will be situate wholly in the said two parishes.

Work No. 5.—A Deviation Railway (No. 1), in the said parishes of Bristol, Shirehampton and Henbury, being a diversion of the Avonmouth and Severn Tunnel Railway commencing in the said parish of Bristol at a point thereon 3 chains or thereabouts, measured in a south-westerly direction from the point where that railway crosses Gloucester-road, and terminating in the said parish of Henbury at a point on the said railway 23 chains or thereabouts, measured in a north-easterly direction from the bridge carrying the said Avonmouth and Severn Tunnel Railway over the outfall of the King's Weston and Shirehampton Rhines into the River Severn; and the Bill will authorise the abandonment of so much of the said Avonmouth and Severn Tunnel Railway as lies between the said points of commencement and termination of the said Deviation Railway, No. 1.

Work No. 6.—A Deviation Railway (No. 2), wholly in the said parish of Shirehampton, being a diversion of the Bristol Port and Pier Railway of the Great Western Railway Company and the Midland Railway Company, commencing at a point on that railway 14 chains or thereabouts, measured in a north-westerly direction from the point where that railway crosses Gloucester-road aforesaid, and terminating at a point 15 chains or thereabouts, measured in a south-easterly direction from King-road farmhouse, and 21 chains or thereabouts, measured in an easterly direction from the Avonmouth Hotel aforesaid. And the Bill will authorise the abandonment of so much of the said Bristol Port and Pier Railway as lies between its termination at Avonmouth Station

- and the point of commencement of the said Deviation Railway, No. 2.
- Work No. 7.—A Railway (No. 1), commencing in the said parish of Henbury by a junction with the Avonmouth and Severn Tunnel Railway of the Great Western Railway Company at the point of termination of the aforesaid Deviation Railway, No. 1, as above described, and terminating in the said parish of Bristol at a point 30 chains or thereabouts, measured in a south-westerly direction from the Avonmouth Hotel, and 26 chains or thereabouts, measured in a north-westerly direction from the light-house before-mentioned.
- Work No. 8.—A Railway (No. 2), commencing in the said parish of Henbury by a junction with the intended Railway, No. 1, at a point 9 chains or thereabouts, measured in a south-westerly direction from the point of commencement of Railway (No. 1), as above described, and terminating in the said parish of Bristol, at a point 13 chains, or thereabouts, measured in a south-westerly direction from the Marine Hotel, at Avonmouth, and 11 chains or thereabouts, measured in a north-westerly direction from the light-house aforesaid. The said Railways (No. 1) and (No. 2) will be made or pass into the said parishes of Henbury, Shirehampton, and Bristol.
- Work No. 9.—A Railway (No. 3) wholly in the said parish of Bristol, commencing by a junction with the Avonmouth and Severn Tunnel Railway, at the point of commencement of the before-mentioned Deviation Railway (No. 1) as above described, and terminating at a point on the south-west side of Dunball Island, 27 chains or thereabouts, measured in a westerly direction from the Marine Hotel before mentioned, and 26 chains or thereabouts, measured in a north-westerly direction from the light-house aforesaid.
- Work No. 10.—A road (No. 1) wholly in the said parish of Shirehampton, commencing in Avonmouth-road at a point thereon 14 chains or thereabouts, measured along that road in a north-westerly direction from Gloucester-road, and terminating at a point 1 chain or thereabouts, measured in an easterly direction from the point of termination of the Deviation Railway, No. 2, as hereinbefore described.
- Work No. 11.—A road (No. 2) wholly in the said parishes of Shirehampton and Bristol, commencing in the said parish of Shirehampton by a junction with the said intended road (No. 1) at a point thereon 10 chains or thereabouts, measured in a northerly direction from the said point of commencement of that road, and terminating in the said parish of Bristol at a point 5 chains or thereabouts, measured in a north-westerly direction from the Marine Hotel aforesaid.
- Work No. 12.—A road (No. 3) wholly in the said parish of Bristol, commencing by a junction with the road crossing the River Avon on the opening bridge authorised to be constructed by the Bristol Dock Act, 1897, and terminating by a junction with Ashton-road at the eastern end of the bridge carrying such road over the Bristol and Portishead Railway.
- Work No. 13.—A widening and improving, wholly in the parish of Bristol, of Avonvale-road and of the bridge carrying that road over the Feeder Canal to Feeder-road, and to empower the Corporation, if they think fit, to pull down and reconstruct the said bridge in the widened form.
2. To enable the Corporation from time to time to make, erect, place and maintain all entrances, cuts, channels, locks, dams, basins, graving docks, slips, trenches, gates, sluices, culverts, arches, sewers, drains, embankments, towing paths, walls, jetties, landing places, dolphins, moorings, buoys, staithes, groynes, quays, wharves, warehouses, sheds, buildings, machinery, cranes, lifts, drops, tips, railways, tramways, rails, junctions, sidings, turn-tables, signals, roads, approaches, works, engines, machinery, and appliances, which may be necessary or convenient for, or incidental to, the before-mentioned works, or any of them.
3. To authorise the Corporation to divert into the intended new lock, dock and works, the waters of the River Avon and of the River Severn or the estuary thereof.
4. To authorise the Corporation to dredge the bed, banks, shores, and channels of the River Avon and River Severn, or the estuary thereof, within the Port of Bristol.
5. To authorise the Corporation to cross, open, or break up, divert, raise, lower, alter, stop up, or interfere with, either temporarily or permanently, streets, roads, highways, footpaths, railways, tramways, rivers, streams, water-courses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, electric, and other wires, pipes, and apparatus, and execute such other works, so far as may be necessary for the purposes of the said intended works and of the Bill.
6. To authorise the Corporation to appropriate for the purposes of the Bill any land forming part of their dock or corporate estates, and from time to time to purchase or take on lease or otherwise acquire lands (including in that expression, when used in this Notice, houses, buildings and other hereditaments), foreshore, and other property, compulsorily or by agreement, and to acquire easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over the same, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill, and particularly the Bill will extinguish all rights of way over, and will empower the Corporation to stop up and appropriate the sites of so much of any railways, streets, roads, and footpaths as will become unnecessary by reason of any of the said works, 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 Corporation shall have acquired under the powers of the Bill any lands or houses on both sides of any street, highway, or footpath shown on the said deposited plans and described in the deposited books of reference, the Bill will empower the Corporation to stop up and appropriate the site and soil of so much of such street, highway, and footway as is conterminous with the lands or houses so acquired, and all rights of way in or over the same shall be thenceforth extinguished.
7. To enable the Corporation to acquire by compulsion or agreement, in addition to the other lands and property which they will by the intended Act be authorised to acquire for extension of their docks, and for the purposes of their dock undertaking, the lands 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

Corporation, and shown on the deposited plans hereinafter mentioned (that is to say):—

Lands for Dock Works and purposes.

Certain lands and foreshore, and railways situate in the said parishes of Bristol, Shirehampton and Henbury, and bounded by a line commencing at a point in the said Parish of Bristol on the north-western side of Gloucester-road, where such road meets the Bristol Port and Pier Railway, passing thence in a north-easterly direction across such railway, and along the north-western side of such road to its junction with the road from Avonmouth to Shirehampton, thence across that road to its north-eastern side, thence in a north-westerly direction along the said north-eastern side of such road to the western corner of the churchyard of the church of St. Andrew, thence in a north-easterly direction along the western boundary of the said churchyard to a point 140 feet from the western corner thereof, thence in a northerly direction to the northern corner of the enclosure No. 57 on the  $\frac{1}{2500}$  Ordnance map of the said parish of Henbury (published in 1890, sheet LXVII, 14), thence along the south-western boundary of the enclosure No. 49 on the said Ordnance map to the western corner thereof, thence in a north-westerly direction to a point on the bank of the River Severn, in the boundary between the parish of Henbury and the Parish and City of Bristol, 580 feet north-east of the south-western corner of the Salt Marsh No. 15 on the said Ordnance map, sheet LXVII, 13, thence in the same direction to a point in the foreshore of the River Severn, 150 feet from high-water mark, thence in a south-westerly direction along the said foreshore to a point situate near the line of low water of ordinary tides, and 418 yards north-west of the western extremity of the land known as Dunball Island, thence in a north-westerly direction into the bed of the River Severn for a distance of 300 yards, thence in a southerly direction to a point in the bed of the said river near its junction with the River Avon, about 550 yards south-west of the said western extremity of Dunball Island, thence in a south-easterly direction along the channel of the River Avon, to the north-western corner of the entrance lock to Avonmouth Dock, thence in a south-easterly direction along such entrance lock to the eastern corner thereof, thence in a north-easterly direction to the northern corner of the shed on the north-eastern side of the said dock, thence in a south-easterly direction along the north-eastern side of such shed to a point opposite the entrance gate to Avonmouth Dock, thence in a north-easterly direction to Gloucester-road, thence along the north-western side thereof to Clayton-street, thence along the north-eastern side of the enclosure No. 53 on the  $\frac{1}{2500}$  Ordnance map of the said parish of Shirehampton (published in 1890, sheet LXXI, 1), and of an enclosure belonging, or reputed to belong to the Corporation, being part of the enclosure No. 45 on the said Ordnance map to the Bristol Port and Pier Railway, thence along the south-western side of such railway, to the commencement of the said line.

Lands Required for Dock Purposes.

Certain lands in the said parish of Bristol, situate at Canons Marsh, containing an area

of 10,065 square yards or thereabouts, belonging or reputed to belong to Henry Kater Cripps, Sidney Bush Cripps, Charles Cowper Cripps, Percy Rowland Cripps, J. S. Fry and Sons, Limited, the Great Western Railway Company, and the Corporation, and in the occupation of Walton Goody and Cripps Limited, Temple Rogers and Company, John Heaven and Sons, and J. S. Fry and Sons, Limited, and which said lands are bounded on the east by Canons Marsh-road, and on the north, the west, and the south by roads required to be constructed by the Corporation under an agreement between the Great Western Railway Company, and the Corporation, scheduled to the Great Western Railway (Bristol Lines) Act, 1897.

8. The Bill will or may provide that all lands, houses, and property acquired by the Corporation for the purposes of the Bill, so far as the same are connected with the docks, shall for all purposes form part of the dock estate of the Corporation.

9. To authorise the Corporation, 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, widened, or altered under the powers of the Bill, as may be necessary in executing the said works, and the Bill will also enable the Corporation to alter the width, level, and line of any road or street, and to deviate, from the lines of the several 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.

10. To enable the Corporation 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.

11. 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 any of the intended railways, roads, and other works, and which houses and buildings may not be required to be taken for the purposes thereof.

12. The Bill will or may provide that every new or substituted road shall be maintained and repaired by the same body or persons as are now liable to repair and maintain the roads for which they are substituted.

13. To empower the Corporation and the Great Western and Midland Railway Companies (hereinafter referred to as "the two Companies") or one of them, as the case may require, on the one hand, and any Highway or Local Authority, and any Company or person or persons, 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 or modification of any works, or the substitution of any other work or works in lieu of those authorised or agreed to be done or executed, the acquisition and exchange of lands, and the costs thereof and incidental thereto, the construction, repair 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 at any time during the progress of the Bill may be entered into for or in relation to any of the matters aforesaid.

14. To exempt the Corporation from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and to authorise the Corporation to sell, exchange, demise, and grant building leases, and otherwise dispose of any lands or other property acquired under the powers of the intended Act, and for such terms or periods as (notwithstanding the Harbours, Docks, and Piers Clauses Act, 1847, or any other Act to the contrary) may be provided for by the Bill, and to lease or grant the use or occupation of or easements and rights over any buildings, machinery appliances, or conveniences belonging to or provided by the Corporation.

15. To extend to the whole of the Port of Bristol the provisions of the Bristol Dock Act 1881, applicable to "the Corporation Docks" as therein defined.

16. To make applicable to the new Dock and Dock Works such of the provisions of the Bristol Dock Acts, 1848 to 1897, as may be deemed expedient, subject to such alterations as the Bill may contain.

17. To empower the Corporation to set apart and appropriate to the exclusive use of any particular trade or vessels any berths at or in or any portions of their existing and intended docks.

18. To empower the Corporation on the one hand and the two Companies or either of them on the other hand, from time to time to enter into and fulfil and to vary and rescind contracts, agreements, and arrangements with respect to the construction, use, management, and maintenance of the existing and proposed railways and dock undertakings of the Corporation, the interchange, collection, transmission, handling, and delivery of traffic upon or coming from or destined for the said undertakings of the Corporation, or any of them, and of the said Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, and charges, income and profits arising directly or indirectly from the docks, railways, works, and undertakings of the contracting bodies, or any or either of them, and the employment of officers, servants, and plant, and to authorise the appointment of joint committees to carry into effect every or any such contract, agreement, or arrangement, and to confirm with or without alteration any contract, agreement, or arrangement which may have been, or which, during the progress of the Bill may be made touching any of the matters aforesaid.

19. To empower the two Companies to subscribe towards the construction and maintenance of all or any of the works, and for that purpose to apply their existing funds and to raise additional moneys by the creation and issue of new ordinary and preference shares and stock, and by borrowing and by the creation of debenture stock, or by any of those means.

20. To empower the Corporation from time to time to erect and fit up on any of the lands to be acquired, and on the quays, wharves, and river banks, free or bonded warehouses, depôts, buildings, transit and other sheds,

railways, tramways, machinery and other conveniences and appliances for the more convenient use of the docks and other works of the Corporation, and the improvement of the navigation of the said rivers, and to hold, use, let, sell, or otherwise dispose of and take charges for the use of the same, and to enable the Corporation to enter into and fulfil contracts and agreements for or in relation to the exercise of any of the before-mentioned powers.

21. To authorise the Corporation to levy, demand and recover tolls, rates, and charges for and in relation to the user of the docks, railways, piers, works, machinery, appliances and conveniences to be authorised by the Bill, or any of them, and for or in relation to the user of their existing graving docks, slips, gridirons, pontoons, and floating docks, and to alter existing and confer, vary, and extinguish exemptions from tolls, rates and charges.

22. To empower the Corporation to compound for or commute the tolls, rates, and charges for the use of the said intended dock, railways, and works.

23. To authorise the Corporation to enter into and fulfil agreements with the owners of vessels trading at stated times or intervals to or from the Port of Bristol, or carrying to or from the said Port a stated amount of cargo, for the payment of dues on special scales lower than those applicable to other vessels, and for the compounding or commuting thereof.

24. To confer on the Corporation the exclusive right to ship, stow, trim, unship, tranship, land, re-land, discharge, sort, weigh, measure, sample, barge, pile, unpile, house, unhouse, remove, tare, mark, cooper, repair, insure, watch, porter, collect, receive and deliver articles, and perform any other duties and services at and within the intended Dock Works, and premises of the Corporation in respect of any animals, goods, merchandise, or things brought to or within the same; to provide all necessary labour, plant, gear, and appliances; and to make charges for or in relation to the several matters aforesaid, or any of them, and if necessary to sell any articles for payment of rents, charges, and Custom duties.

25. To empower the Corporation, to make and recover reasonable tolls, rates, and charges for all or any services performed by them in respect of all or any traffic passing from or to the undertakings of the two Companies, or either of them, or of any other Company, to, from, over, or along any part of the intended docks, piers, railways, and works of the Corporation.

26. To provide that the Corporation in respect of their railways shall be deemed to be a company constituted by Act of Parliament for the purpose of constructing, maintaining, or working a railway.

27. To define what shall or shall not be deemed a terminal station.

28. To alter and extend the boundary of the City and County of Bristol hereinafter referred to as the Existing City, and to include within the boundary as extended, in addition to the existing City, the parts of parishes hereinafter defined, or some part or parts thereof respectively, (both in the County of Gloucester). The numbers hereinafter specified in relation to any properties in each parish are in all cases, unless expressly stated to the contrary, the numbers whereby those respective properties are distinguished on the  $\frac{1}{2500}$  Ordnance map of those respective parishes published in 1890.

The proposed addition to the existing City (hereinafter referred to as "the added area") is the following (that is to say):—

So much of the parish of Shirehampton as is

bounded by a line commencing at a point in the boundary of the existing City at the north-western side of Gloucester-road where such road meets the Bristol Port and Pier Railway, passing thence in a north-easterly direction across such railway, and along the north-western side of such road to its junction with the road from Avonmouth to Shirehampton, thence across that road to its north-eastern side, thence in a north-westerly direction along the north-eastern side of such road to the western corner of the Churchyard of the Church of Saint Andrew, thence in a north-easterly direction along the boundary of the said Churchyard to a point 140 feet from the western corner thereof, thence in a straight line in a northerly direction to a point in the boundary between the parishes of Shirehampton and Henbury, 170 feet south east of the north-western corner of the enclosure No. 113 on the Ordnance map for the parish of Henbury (Sheet LXVII., 13), thence in a north-westerly direction along the said boundary between the said parishes of Henbury and Shirehampton to a point where such boundary meets the boundary of the existing city on the bank of the River Severn, thence in a southerly and south-easterly direction along the boundary between the parish of Shirehampton and the existing City to the commencement of the said line.

So much of the parish of Henbury as is bounded by a line commencing at a point in the boundary between the parishes of Henbury and Shirehampton, 170 feet south-east of the north-western corner of the said enclosure No. 113 on the Ordnance map of the said parish of Henbury, passing thence in a straight line in a northerly direction to the northern corner of the enclosure No. 57 on the Ordnance map of the said parish (sheet LXVII., 14), thence along the south-western boundary of the enclosure No. 49 on the said Ordnance map to the western corner thereof, thence in a straight line in a north-westerly direction to a point in the boundary between the parish of Henbury and the existing City 580 feet north-east of the south-western corner of the enclosure No. 15 on the Ordnance map of the said parish (sheet LXVII., 13), thence in a southerly direction along the said boundary between the said parish of Henbury and the existing City to a point on the bank of the River Severn where the boundaries of the existing City and the Parishes of Henbury and Shirehampton meet, thence in a south-easterly direction along the boundary between the parishes of Henbury and Shirehampton to the said commencement of the said line.

29. To appropriate and apportion the added area to a ward of the existing City.

30. To provide for the property of the Corporation held for the benefit of the existing City being held for the benefit of the City as proposed to be extended (hereinafter referred to as "the extended City"), to authorise the levying of borough rates, general district rates, poor rates, and of other rates, general and special, within the extended City; or any part thereof, and to make all other regulations necessary or expedient for effecting such alteration of limits and boundaries, and to authorise the Corporation to put in force within the extended City, all such powers as are now vested in them, by charter, custom or prescription, or under any public or local Acts, or any Orders (Provisional

or otherwise) or as a Municipal Corporation, Urban Sanitary Authority or otherwise, and as may be contained in the intended Act, and to extend to the added area, with or without alteration, the provisions of the charters of the Corporation, and of the local and public Acts affecting, and of the public Acts adopted for the existing City, and of any enactments in force for the benefit or protection of the Corporation or of the existing City, or any part or parts thereof, and any by-laws made under those Acts respectively, or under any public Act, and the benefit of any estates, funds, or property held for charitable, educational, or other purposes for the inhabitants of the existing City, and the Bill will confer all such other powers as may be necessary or expedient, or be involved in the proposed extension of the City, and in the proposed extension or alteration of wards.

31. To confer upon the Corporation the like powers over and in relation to all rivers, streams, and watercourses within the added area, as they now possess over or in relation to any rivers, streams, or watercourses within the existing City.

32. To detach the added area from the jurisdiction of the County Council, Justices of the Peace (whether acting in sessions or otherwise), Sheriff, Coroners and all other officers of the County of Gloucester, and of the rural sanitary authorities, district and parish councils, school, highway, and burial boards, guardians, school attendance committees, parochial committees, lighting inspectors, commissioners, overseers, and other local authorities, bodies, and officers having jurisdiction in any part of the added area, and to constitute the added area a part of the parish of Bristol and of the Bristol Union, and to make provision for and with respect to the local sanitary and educational government of, and the highways within the remaining parts of the parishes of Shirehampton and Henbury, and to rescind and annul all resolutions and Provisional Orders whereby the Public Health, Local Government, Sanitary, Burial, Education, or other Acts, or any of them, have been put in force within any part of the added area, and to repeal, so far as they relate thereto, all Acts confirming such Orders or putting in force such Acts or Act, and to transfer to the Corporation and to the Bristol Guardians and to the Bristol School Board, or some or one of those bodies, all or some of the lands, buildings, and property of, and of the estates, rights, powers, duties, privileges, and liabilities vested in or imposed on the said respective councils, committees, boards, sanitary, education, and local authorities, guardians, bodies, and officers, and to provide (so far as may be necessary) for the adjustment, satisfaction, or apportionment of their respective debts, liabilities, and obligations, the apportionment of current rates, and for the making of compensation to any officer wholly or partially displaced by reason of any provision of the Bill.

33. To extend the jurisdiction, powers, authorities, rights, privileges, and duties of the Courts of Quarter Sessions, Tolzey, and Pied Poudré, and of the Sheriff, the Recorder, the Clerk of the Peace, the Coroner, the Justices of the Peace, and all officers of the existing City to the extended City, and to confer on the inhabitants of the extended City all exemptions from county services and duties now enjoyed by the inhabitants of the existing City.

34. To exempt the added area from the payment of county, highway, poor, police, school board

sanitary, district, local, and other rates which now are, or which by law might be, levied within any part of the added area, and to make provision with respect to the apportionment, recovery, and application of the aforesaid rates, or any of them.

35. To make provisions for the repair of the roads and bridges, or any of them respectively, within the added area, and if thought fit for the transfer to the Corporation of such roads and bridges, or any of them respectively.

36. To make provisions as to the holding of office by existing Guardians of the Poor and other officers, and as to the settlement of persons in, or claiming or having a right to claim, a settlement in any parish or place in the added area.

37. To extend the jurisdiction of the school board of the existing City to the extended City, and to provide for the representation on the school board, and for the rating for educational purposes of the whole, or part or parts of the added area.

38. To repeal or alter all or any bye-laws and regulations in force in the added area, or any part thereof.

39. To alter any existing rates, tolls, and charges now authorised to be levied within the existing City or the added area, or any part or parts thereof, and to authorise the Corporation from time to time to make, assess, and levy throughout the extended City new rates, tolls, and charges, general and special, for all or any of the purposes of the Bill, and to confer, vary, and extinguish exemptions from the payment wholly or in part, and either general or limited to special areas of any existing or future rates, tolls, and charges.

40. To alter and enlarge the present borrowing powers of the Corporation, and to authorise them to apply to the purposes of the Bill the revenues of their dock estate, the borough fund, and district fund, and borough and general district rates, and any moneys they are already authorised to borrow, and for those purposes, and for the purposes of the Bristol Dock Act, 1897, and for carrying into effect the Agreement with the Great Western Railway Company, scheduled to the Great Western Railway (Bristol Lines) Act, 1897, and generally for the purposes of the dock undertaking of the Corporation to borrow further moneys by mortgages, bonds, debentures, rent charges, debenture stock, and annuities, or by any one or more of those modes, and to pay out of borrowed moneys during the construction of works the interest on money borrowed for that purpose, and to charge the moneys borrowed on all or any one or more of the following securities, namely:—The revenues arising from their dock undertaking and the borough fund and district fund, and borough and general district rates, and other their funds, revenues, rates, tolls, and property, and to provide for the repayment of moneys borrowed or applied for the purposes of the Bill.

41. To authorise the Corporation and the various bodies and authorities hereinbefore referred to, or any of them, for all or any of the purposes of or incidental to the objects of the Bill, or any of them, to enter into and fulfil agreements and contracts, and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

42. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect as the Port and Harbour, Dock, Municipal, and Urban Sanitary Authority of the extended City,

and to exercise, with or without alteration, such as may be deemed expedient of the powers of the Municipal Corporations, Public Health, Sanitary, Rivers Pollution, Local Government, Burial, Local Loans, and other public Acts relating to Port and Harbour municipalities and local authorities.

43. To empower the Corporation to make and enforce by-laws and regulations for any of the purposes of the Bill to which by-laws and regulations are applicable.

44. The Bill will, so far as is necessary for the purposes aforesaid, vary and extend, or repeal, alter, and consolidate the provisions, or some of the provisions, of, among others, the following local and personal Acts, in addition to those hereinbefore specifically referred to, that is to say:—11 and 12 William III., cap. 23; the Bristol Wharfrage Act, 1807; the Bristol Encroachment Act 1837; the Bristol Improvement Acts 1840 and 1847; the Bristol Dock Acts 1848 to 1897; the Bristol Floods Prevention Acts 1890 and 1899; the Bristol Corporation Acts 1895 and 1897, and any other Acts and any Provisional Orders directly or indirectly relating to the Corporation, or to the existing or the extended City or any part thereof, or to any public body having jurisdiction for any purpose in or over any part or parts thereof, or any parish therein, and 5 and 6 William IV., cap. 107, and 7 and 8 Vict., cap. 18, and any other Act or Acts relating directly or indirectly to the two Companies respectively, and the Bill will or may incorporate with itself, with or without alteration, and either in extenso or by reference, such of the provisions as may be thought expedient of the Acts hereinbefore mentioned, and of the Lands Clauses Acts, the Commissioners Clauses Act, 1847, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, the Harbours, Docks and Piers Clause Act, 1847, and the Merchant Shipping Act, 1894, and 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 notice is hereby given, that on or before the 30th day of November instant a map in duplicate, showing as well the present boundaries of the existing City as the boundaries of the proposed extension will be deposited for public inspection with the Town Clerk of the said City at his office in the Council House, Bristol.

Plans and sections in duplicate, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in or through which it will be made, and also duplicate plans showing the lands and property 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 railways delineated thereon so as to shew 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 with the Clerk of the Peace for the County of Gloucester, at his office at Gloucester, and with the Town Clerk of the City and County of Bristol, at his office in the Council House in the City, and on or before the same date, a copy of so much of the said plans, sections, and Book of Reference as relates to the Parishes of Shirehampton and Henbury respectively will be deposited with the Clerks of the Councils of those respective parishes at their respective residences, or if in either case



there be no clerk to such Council, then with the chairman of such Council 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 19th day of November, 1900.

EDMUND J. TAYLOR, Town Clerk, Bristol.  
DYSON & Co., 9, Great George Street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1901.

Leeds Corporation (General Powers).

(Construction of Outfall Sewer and Cut or Canal; Diversion of part of Maspin Moor Drain; Compulsory Purchase of Lands; Sewage Lands; Street Works; New Tramways, and Tramway Provisions; Extension of Time for Completion of Authorised Tramway; Working of Tramways by Corporation; Motive Power; Tolls, Rates, and Charges; Sale and Appropriation of Lands; Special Provisions as to Compensation; Judges' Lodgings; Insanitary Houses; Sanitary Conveniences as to Cellars; Crematorium; Borrowing of Money and Consolidation of Loans; Alteration of Securities, and other Financial Provisions; as to Surplus or Deficiency in Gas, Water, or Tramway Revenue; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Lord Mayor, Aldermen and Citizens of the city of Leeds (hereinafter called "the Corporation" and "the City" respectively) for an Act for all or some of the following objects or purposes (that is to say):—  
Sewerage Works and Sewage Lands.

To empower the Corporation to make and maintain the following sewerage and drainage works, with all necessary and proper junctions, outfalls, overflows, sewers, drains, channels, weirs, sluices, syphons, engines, pumps, machinery, culverts, shafts, tanks, works, buildings and conveniences connected therewith, that is to say:—

Work No. 1.—An outfall sewer commencing in the township of Osmondthorpe in the screening chamber of the Knostrop Sewage Works of the Corporation, and terminating in the township of Hillam, in a field bounded on the west by Stocking-lane, which field is numbered 272 on the  $\frac{1}{2500}$  Ordnance map for the said township (Edition 1892), and such sewer will pass in, through and into the following parishes or townships (that is to say):—Osmondthorpe, Thorpe Stapleton, Templenewsam, Swillington, Great and Little Preston, Allerton Bywater, Ledston, Ledsham, Fairburn, Brotherton, Burton Salmon and Hillam, all in the West Riding of the county of York.

Work No. 2.—A drain diversion commencing in the township of Hillam, in the Maspin Moor Drain, on the east side of Stocking-lane, and terminating in the township of Birkin, in the said drain, at a point 567 yards, or thereabouts, measured in a westerly direction from the junction of Maspin Moor Drain with Mearley Drain, with power to stop up drains rendered unnecessary by the construction of the intended drain diversion, which drain diversion will be wholly situate in the two townships aforesaid.

Work No. 3.—A cut or canal commencing in the township of Gateforth, near the south-easterly corner of the field numbered 13

on the  $\frac{1}{2500}$  Ordnance map for the said township (1890 Edition), and terminating in the township of West Haddlesey, in the River Aire, at a point 262 yards or thereabouts measured along the north bank of the River Aire from the south-westerly corner of the Queen's Arms Publichouse, which cut or canal will be wholly situate in the said townships of Gateforth and West Haddlesey.

Work No. 4.—A diversion of the public road known as Fairfield-lane situate wholly in the township of Hillam, such diversion being a raising of the road commencing at a point in the said road 27 yards measured in a north-easterly direction from the northern boundary of the enclosure numbered 252 on the  $\frac{1}{2500}$  Ordnance map of the said township (1892 Edition), and terminating at a point in the said road 88 yards measured in a south-westerly direction from the northern boundary of the enclosure No. 262 on the said  $\frac{1}{2500}$  Ordnance map of the said township.

Work No. 5.—A diversion of the public foot-path leading from Birkin to the main road connecting Hillam and Gateforth, situate wholly in the township of Birkin, such diversion commencing in the south-easterly corner of the enclosure numbered 32 on the  $\frac{1}{2500}$  Ordnance map of the said township (1892 Edition), thence in a westerly direction along the southern boundary of the said enclosure and of the enclosure numbered 24 on the said  $\frac{1}{2500}$  Ordnance map of the said township, and terminating in Roe-lane, in the said township.

Work No. 6.—A diversion of the public road known as Birkin or Field-road, and leading from Chapel Haddlesey to Birkin, situate wholly in the township of West Haddlesey, such diversion being a raising of the road commencing at a point in the said road 83 yards measured in an easterly direction from the centre of Back-lane, and terminating at a point in the said road 109 yards measured in a westerly direction from the Methodist Chapel situate in the aforesaid Birkin or Field-road.

The proposed outfall sewer is intended for the purpose of taking all or some of the sewage of the city (which is now discharged into the River Aire, forming part of the Aire and Calder Navigation, at or near the Knostrop Sewage Works of the Corporation), and conveying the same on to the lands hereinafter mentioned, to be there treated and dealt with, and the effluent discharged into the River Aire (part of the said navigation) by means of the cut or canal hereinbefore described.

To empower the Corporation to purchase and take by compulsion or agreement all or some of the following lands, and to use such lands, or some of them, for the treatment and disposal of sewage, and to empower the Corporation to erect, make, and lay down on such lands all necessary and proper tanks, buildings, engines, pumps, sewers, drains, culverts, conduits, channels, and other sewage works. The lands so proposed to be taken and used are as follows:—

Certain lands comprised within the following boundary (that is to say:—Commencing at the junction of Stocking-lane and the road leading from Hillam to Gateforth; thence in an easterly direction along the southern side of that road to the farmhouse known as "Maspin Grange;" thence in a northerly direction along the eastern side of Fox-lane to the

northern boundary of the field numbered 164 on the  $\frac{1}{2500}$  Ordnance map for the township of Gateford (1891 Edition); thence in an easterly direction along the boundary dividing the townships of Hambleton and Gateforth to East Lodge, Morton-lane; thence to Gateforth New-road; thence in an easterly direction along the southern side of Gateforth New-road to the boundary dividing the township of Gateforth from the township of Brayton; thence in a southerly direction along that boundary to the northern side of the Selby Canal; thence in a westerly or south-westerly direction along the towing path of the said Canal, to a sluice opening into the Selby Canal, at a point 200 yards or thereabouts, measured in a northerly direction from the south-eastern corner of the Bridge Tavern; thence in a westerly direction for a distance of 375 yards or thereabouts, along the northern side of the Car Field Drain, to the eastern boundary of field numbered 42, all on the said Ordnance map, thence in a southerly direction along such eastern side to and across Field-road, along the eastern boundary of the field numbered 43, on the said Ordnance map to the River Aire; thence along the northern side of the said river to the western fence of the last mentioned field; thence along the western fence in a northerly direction to and across Field-road to and along the western boundary of the field numbered 44 on the said Ordnance map; thence in a westerly direction along the southern boundary of the field numbered 23 on the said Ordnance map, to and along the western fence of such field; thence in a westerly direction across an occupation road to and along the northern fences of the fields numbered 19, 18, 16, and 17 on the said Ordnance map; thence in a southerly direction along the eastern fence of the field numbered 78 on such Ordnance map (1892 Edition); thence in a westerly direction along the southern fence of the last mentioned field to the eastern side of Pale-lane; thence in a northerly direction along the eastern side of Pale-lane, across Paperhouse-lane to the junction of Pale-lane and Demming-lane; thence in a westerly direction along the northern boundary of Demming-lane and the footpath in continuation thereof to the north-eastern side of the field numbered 73 on the  $\frac{1}{2500}$  Ordnance map for the township of Birkin (1892 Edition); thence southerly and westerly along the irregular boundary of that field to its junction with the plantation known as Thorneyhagg, numbered 70 on the last mentioned map; thence along the northern boundary of that plantation to and along the southern boundary of the field numbered 35 on the said map to its junction with Hagg-lane; thence along the northern boundary of Hagg-lane to the western boundary of the field numbered 36 on the said map; thence in a northerly direction along the western boundary of the last mentioned field to and along the southern boundary of the field numbered 33 on the said map; thence in a northerly direction along the western boundary of the said field; thence in a westerly direction along the southern sides of fields numbered 32 and 24 and the south side of Roefield House to and across the lane to and along the boundary dividing the township of Birkin from the township of Hillam to its

junction with Stocking-lane; thence along the eastern boundary of Stocking-lane to the point of commencement.

The above described lands are situate in the parishes or townships of Hillam, Gateforth, Birkin, West Haddlesey and Chapel Haddlesey.

#### Street Works.

To empower the Corporation to make and maintain the following street works, and acquire the following lands, all in the city, in the West Riding of the county of York, together with all necessary approaches, junctions, abutments, embankments, arches, steps, sewers, drains, culverts, conveniences, and works in connection with the street works, or any of them:—

No. 1.—To acquire the houses, buildings, lands, and premises known as Nos. 14, 15 and 16, Upper Fountain-street, and Nos. 3 and 5, Cross Fountain-street, with power to appropriate the site for or in connection with the authorised widening of Guildford-street.

Street Work No. 2.—A widening of Camp-road on both sides, commencing at the north-western corner of the House No. 5, Meanwood-street, and terminating at the south-eastern corner of Victoria-place.

Street Work No. 3.—A widening of Blackman-lane, commencing at or near the junction of Blenheim-place with Blackman-lane, and terminating at the south-western corner of the house No. 1, Blenheim-square.

Street Work No. 4.—A new street from Blenheim-walk to St. Mark's-road, commencing in Blenheim-walk, opposite or nearly opposite to the south-eastern corner of Marlborough-gardens, and terminating in St. Mark's-road, at or near its junction with Archery-road.

Street Work No. 5.—A widening of Hyde Park Corner on the eastern side, and a widening of Woodhouse-street on the southern side, commencing in Hyde Park Corner at or near its junction with Pearl-row, and terminating in Woodhouse-street, at or near its junction with Cliff-road.

All the above-mentioned lands and works are and will be situate in the township of Leeds.

Street Work No. 6.—A widening of Headingley-lane on the western side in the township of Headingley-cum-Burley, commencing in the western side of that lane at a point north of and 16  $\frac{1}{2}$  yards distant from the north-westerly corner of Hyde Park-road, and terminating in a point in the said west side distant 5  $\frac{1}{2}$  yards from the said corner of the said road.

Street Work No. 7.—A widening of Headingley-lane, on both sides, in the township of Headingley-cum-Burley, commencing in Headingley-lane at or near the junction with St. Michael's-road, and terminating in Headingley-lane at a point 40 yards measured in an easterly direction along that lane from the south-eastern corner of the viney attached to Spring Bank.

No. 8.—A widening of Street Work Woodland-lane on both sides, commencing in Woodland-lane at or near its junction with Woodland View, and terminating in Woodland-lane at or near its junction with Hawthorne Mount.

Street Work No. 9.—A widening of Pasture-lane on the north-western side, commencing in Woodland-lane at or near its junction with Pasture-lane, and terminating in Pas-

ture-lane at a point opposite to the house No. 2, Pasture-lane.

Street Work No. 10.—A widening of Regent-street on the southern side, commencing on the western side of the house No. 16, in Regent-street, and terminating at or near the junction of Regent-street and Woodland-lane.

The three last-mentioned works will be situate in the township of Chapel Allerton.

Street Work No. 11.—A widening of Birmantofts-street and Beckett-street on the eastern sides, in the township of Leeds, commencing in Birmantofts-street at or near its junction with Barker's-row, and terminating in Beckett-street at a point opposite to the north-western corner of the house No. 6, Beckett-street.

Street Work No. 12.—A widening of Church-street on the northern side, commencing in Church-street at or near its junction with Hillidge-road, and terminating in Church-street at or near its junction with Beza-street.

Street Work No. 13.—A widening of Church-street and Balm-road on the southern side, commencing in Church-street at or near its junction with Beza-street, and terminating in Balm-road at or near its junction with Church-street.

Street Work No. 14.—An improvement of the junction of Askern-street with Bleasby-street, commencing in Askern-street at or near its junction with Bell's-buildings, and terminating in Askern-street at or near its junction with Bleasby-street.

Street Work No. 15.—A widening and improvement of Flax-street on the north-western side, commencing in Askern-street at or near the most southerly corner of the house No. 3, Michael-street, and terminating at Flax-street, at or near its junction with Longley-street.

The four last-mentioned works will be situate in the township of Hunslet.

Street Work No. 16.—A widening of Ninevah-road on the southern side, commencing in Ninevah-road at its junction with Victory-street, and terminating in Ninevah-road at a point 30 yards west of the centre of the bridge carrying Ninevah-road over the Midland Railway.

Street Work No. 17.—A widening of Stock's-hill, on both sides, commencing in Stock's-hill at or near its junction with St. Matthew's-street, and terminating in Ninevah-road at or near its junction with Bridge-road.

The two last-mentioned works will be situate in the township of Holbeck.

Street Work No. 18.—A widening of Spence-lane on both sides, commencing in Gelderd-road, at or near its junction with Spence-lane, and terminating in Whitehall-road at or near its junction with Spence-lane.

Street Work No. 19.—A widening of Oldfield-lane on the southern side, commencing at or near the junction of Upper Wortley-road and Oldfield-lane and terminating in Oldfield-lane at or near its junction with Amberley-road.

The two last-mentioned works will be situate in the township of Wortley.

Street Work No. 20.—A further widening of Oldfield-lane on the northern side, commencing in the township of Armley, in Oldfield-lane, at or near its junction with Rosemeath-street, and terminating in the township of Wortley, in Oldfield-lane, at or near its junction with Tong-road, and such

widening will be wholly situate in those two townships.

Street Work No. 21.—A widening of Tong-road on the northern side, in the township of Wortley, commencing in Tong-road at or near the back entrance to Nos. 1 and 2, Wortley Grange, and terminating in that road opposite to the house No. 123, Tong-road.

Street Work No. 22.—A widening of Tong-road on the northern side, commencing in Tong-road at a point in a line with the western side of the house, No. 8, The Hollies, Tong-road, and terminating in that road at or near its junction with Westley-road.

Street Work No. 23.—A further widening of Tong-road on the southern side, commencing in Ayrton-street at or near its junction with Tong-road, and terminating in Amberley-road at or near its junction with Tong-road.

Street Work No. 24.—A widening of Town-street on both sides commencing in Town-street at a point in a line with the western side of the house, No. 92, Town-street, and terminating in Town-street at a point in a line with the western side of the house No. 8.

The three last-mentioned works will be situate in the township of Armley.

No. 25.—To acquire a triangular piece of land in the township of Farnley, on the south-western side of the house No. 123, in Cross-lane, with power to appropriate the same for widening Cross-lane.

Street Work No. 26.—A widening of Lower Town-street on both sides, in the township of Bramley, commencing in Lower Town street at a point 20 yards or thereabouts measured in a southerly direction from the junction of Spring-street with Lower Town-street, and terminating in Lower Town-street at or near its junction with Harrison's-yard.

Street Work No. 27.—A widening of Burley-road and Burley-street on the southern side, commencing in Burley-road, at or near its junction with Newton-street, and terminating in Burley-street, at or near its junction with St. Andrew-street.

Street Work No. 28.—A further widening of Burley-street on the northern side, commencing in Burley-street, at or near its junction with Rutland-mount, and terminating in Burley-street, at or near its junction with Back Burley-street.

Street Work No. 29.—An improvement of the junction of Wellington-road with Wellington-street, commencing in Wellington-road, at a point 28 yards or thereabouts, measured in a south-westerly direction from the junction of Wellington-road and Wellington Bridge-street, and terminating in Wellington-street at a point opposite to the western side of the Bean Ing Mills.

Street Work No. 30.—A widening of St. Phillip's-street on the western side, commencing in St. Phillip's-street at or near its junction with Wellington-street, and terminating in St. Phillip's-street at or near its junction with West-street.

Street Work No. 31.—A widening of Sovereign-street and continuation of that street to Briggate, commencing in Neville-street, at or near its junction with Sovereign-street, and terminating in Briggate at or near its junction with Call-lane.

The five last-mentioned works will be situate in the township of Leeds.

To empower the Corporation to stop up and discontinue the flow of water through, over, and along the series of goits and byewashes or streams of water and ponds connected therewith, and known by the name of the Mill Goit, and now or formerly used for the purposes of or in connection with the mills now or formerly known by the names of the King's Mills, the Pitfall Mills and the Concordia Mills, the Hay Crow Mills, and having their commencement or intake in the River Aire (part of the Aire and Calder Navigation), at or near Neville-street and the Queen's Head Dam, and having their outfall at various places lower down the river within the city, and to make all necessary and incidental provisions in regard to the stopping up of such goits, byewashes, or streams and ponds.

#### Tramways.

To empower the Corporation to make, lay down, form, and maintain the tramways hereinafter described (situate in the city), with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing places, posts, poles, brackets, wires, stables, carriage houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively. The tramways so proposed to be authorised are as follows:—

**Tramway No. 1.**—In the township of Leeds, commencing in Newmarket-street by a junction with an authorised tramway in that street, at a point 29 yards measured in a southerly direction from the intersection of the centre lines of Kirkgate and Newmarket-street, thence in a northerly and an easterly direction along and terminating in Kirkgate by a junction with the existing tramway in that street, opposite to the entrance to Crown-court.

**Tramway No. 1A** in the township of Leeds, commencing in Vicar-lane at a point 15 yards measured in a northerly direction from the intersection of the centre lines of Kirkgate and Vicar-lane to and terminating in Kirkgate by a junction with Tramway No. 1 at a point nearly opposite to the entrance to Coxon's-yard.

**Tramway No. 2**, commencing in the township of Leeds, in City-square, by a junction with an existing tramway in that square at a point 15 yards measured in a westerly direction from the intersection of the centre lines of Bishopsgate-street and Boar-lane, thence proceeding in a southerly direction along Bishopsgate-street, Neville-street, and Victoria-road, to and terminating in the township of Leeds by a junction with the existing tramway in Meadow-lane at a point 17 yards measured in an easterly direction from the intersection of the centre lines of Dewsbury-road and Meadow-road, and such tramway will be situate in the townships of Leeds and Holbeck.

**Tramway No. 3.**—Commencing in Infirmary-street by a junction, with an existing tramway in that street, at a point in a line with the easterly side of the General Post Office, proceeding thence along the street in front of the General Post Office in City-square to, and along, Quebec-street to and terminating in City-square by a junction with an existing tramway, opposite or nearly opposite to the north-western corner of the Queen's Hotel.

**Tramway No. 4.**—Commencing in Infirmary-street by a junction with the existing tramway at or near the intersection of the centre lines of Infirmary-street and Bond-

street, thence passing along St. Paul's-street, West-street, to and terminating in Kirks-tall-road by a junction with the existing tramway, at or near the intersection of the centre lines of West-street and Wellington-street.

**Tramway No. 5.**—Commencing in Wellington-road by a junction with an existing tramway at or near the intersection of Wellington-road and Wellington Bridge-street, proceeding thence along St. Phillip's-street to and terminating in West-street by a junction with Tramway No. 4, at a point opposite the eastern side of Marlborough-street.

**Tramway No. 6.**—Commencing in the township of Chapel Allerton, in the Leeds and Harrogate-road by a junction with an existing tramway in that road at a point 8 yards measured in a north-westerly direction, from the north-west corner of the Queen's Arms public house, proceeding thence in a northerly direction along the Leeds and Harrogate-road, thence along Street-lane and terminating in the township of Roundhay at the intersection of the centre lines of Street-lane and Park-road by a junction with Tramway No. 1 authorised by the Leeds Corporation Tramways Act 1896.

Tramways Nos. 3, 4, and 5, will be situate in the township of Leeds.

Tramway No. 6 will be wholly situate in the townships of Chapel Allerton and Roundhay.

To extend the time limited for the construction and completion of the Tramway No. 1 authorised by the Leeds Corporation Act, 1896.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To empower the Corporation and their lessees to work the proposed tramway by animal power, and by electricity, steam, or other motive power, not being animal power, or partly by one such power and partly by another such power. In the case of electricity such power is intended to be employed by means of electric energy generated at a generating station or stations on lands described in the schedule to the Leeds Corporation Act, 1896.

To empower the Corporation to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place such posts, conductors, transformers, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface, and to attach to any house, bridge, or building such supports, brackets, and fittings as may be necessary or convenient for the working of the proposed tramway by mechanical power, or for providing access to or in connection with any engines, machinery, or apparatus.

To empower the Corporation to work the proposed tramways, and to place and run carriages thereon, and to demand and take tolls, rates, and charges in respect of the use of such tramway and carriages.

To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions and other works in addition to those specified herein, or shown on the plans to be deposited as hereinafter mentioned, as may be necessary or convenient to the efficient working of the proposed tramways in connection with the existing or authorised tramways of the Corporation, or for affording access

to the carriage houses, depôts, sheds, buildings, generating stations, and works of the Corporation, or for effecting junctions with the existing tramways of the Corporation.

To empower the Corporation to lay down double lines of tramway where single lines have been or by the intended Act may be authorised, and to empower the Corporation to take up and remove any tramways for the time being belonging to them, and to relay the same in some other part of the street, road, or place, and to lay down double lines of rail in lieu of single, or single in lieu of double lines, subject to such restrictions and conditions as may be prescribed by the intended Act.

To apply all or some of the provisions of the Acts and Orders relating to the existing tramways of the Corporation to the proposed tramways, to authorise animals, goods, minerals, and parcels to be carried on the proposed tramway, to constitute the proposed tramway and tramway powers part of the tramway undertaking of the Corporation, to levy and take tolls, rates, and charges, and to alter the authorised tolls, rates and charges in respect of the existing tramways.

#### Miscellaneous and General.

To empower the Corporation to deviate laterally and vertically from the lines and levels of the intended works (other than tramways) shown on the deposited plans hereinafter mentioned, to the extent to be shown on the said plans or to be defined in the intended Act.

To empower the Corporation, for any of the purposes of the intended Act, to break up, cross, alter, divert, stop up, raise, lower, and interfere with, either temporarily or permanently, any streets, roads, passages, highways, bridges, canals, railways, tramway, sewers, statutory and other drains, streams, watercourses, and telegraphic, telephonic, and other electric wires, conductors, and pipes. The streets, roads, passages, and highways proposed to be permanently stopped up include the following:—

Woodlands-lane and two occupation roads and footpaths leading therefrom, Hillam, Pighill Nook-road and footpath therefrom, Hillam, Maspin Moor-road and footpath therefrom, Hillam, and so much of the road and footpath in Hillam and Birkin as leads from the main road connecting Hillam with Gateforth to Birkin and as lies within the limits of lands to be acquired, Paperhouse-lane in Gateforth, West Haddlesey and Chapel Haddlesey, and the following highways in the city:—

Francis-court, Pool-row, Pitt-row, William-court, Bow-yard, Bow-place, footpath from Pitt-row to Isle of Cinder, and Tenter-lane, Isle of Cinder, road from Isle of Cinder to Swinegate, Tenter-lane, road between Woodhouse-street and Pearl-row, footpath between Woodhouse-street and Pearl-row, Back Malvern-grove, Nineveh-place, Chancery-court and the road and passage in connection therewith, a court off Ellis-fold, Oddy-road, Central-buildings, Uhlan-place, and a street between Burley-street and Back Burley-street.

In connection with the street works proposed to be authorised to empower the Corporation to make junctions and communications with and widen and alter existing streets, and to alter, divert, or stop up all or any drains, sewers, or channels.

To empower the Corporation for the purposes of the proposed works for providing sites for the erection of buildings near to any of the proposed

or authorised street works, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or take on lease any lands, houses, or buildings in the townships, city, and riding aforesaid, and to acquire by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, or buildings, and to confirm and carry into effect agreements with landowners in regard to the acquisition of land and the execution of works.

To authorise the Corporation to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily part only of certain properties.

To authorise the Corporation to appropriate and lay out for building purposes portions of any lands to be acquired or appropriated by them under the powers of the intended Act, and to sell or exchange or otherwise dispose of and grant building and other leases, and to let for building purposes all or any lands, buildings, or hereditaments for the time being belonging to them, and to sell and dispose of such annual rents and the reversion of any land or building, and to extend the powers of the Corporation with respect to the holding, retaining, or disposing of lands.

To provide for the sale or appropriation of lands of the Corporation rendered useless for present purposes in consequence of the execution of the sewerage or other works to be authorised by the intended Act.

To make special provisions for determining the purchase money and compensation payable in respect of lands and property required for the purposes of the intended Act; and amongst other things in the following respects:—For taking into account the increased value of any lands retained by the claimants by reason of the proposed works; for limiting the amount of purchase money or compensation in cases of recent buildings or alterations and recently-created interest therein; as to assessing the purchase money and compensation in respect of houses of a bad or insanitary character, or situate in an unhealthy area; as to the tribunal for determining the purchase money and competition; and to incorporate or apply the provisions (or some of them), with or without variation, of the Housing of the Working Classes Act, 1890; and as to the payment of costs in certain cases of disputed compensation by persons failing to send in particulars of their claims.

To empower the Corporation to appropriate and use the Mansion House, situate in the Hare Hills Estate, in the township of Potternewton, and city, lately purchased by the Corporation as and for lodgings for the judges attending the assizes, for the use and accommodation of the Lord Mayor and other members of the council, and the officials of the city; and for any other corporate purpose.

To make further and better provision in regard to new streets and buildings and to houses unfit for human habitation, and to repeal all or some of the existing provisions with regard thereto.

To make better provision for the construction and management of lavatories, urinals, and other conveniences in or under any street or place, and to authorise charges to be taken for the use thereof.

To prohibit the construction or use of cellars

in low-lying districts or districts subject to floods.

To empower the Corporation to make, maintain and equip crematoriums, and to use for the purpose parts of the lands recently purchased by them for the purposes of a cemetery, but not at present used for interments, situate at Harehills in the township of Potternewton, and comprising fields or enclosures numbered respectively 29, 35, 36, 37, 38, 39, 40, 41, 42, on the  $\frac{1}{25000}$  Ordnance map for that township (1893 Edition), or parts of the same, and to authorise bye-laws as to the cremation of human remains, and to authorise charges for the use of the crematoriums.

To amend the provisions relating to the supply of milk contained in Part VII. of the Leeds Corporation Act, 1899, and particularly as to the powers of the Corporation with respect to and the procedure to be followed by the Corporation in districts beyond the city from which milk is supplied to the city.

To authorise the Corporation to borrow money for, and in connection with, the execution of the works proposed to be authorised by the intended Act for sewerage purposes and experiments connected therewith, for general tramway purposes, for gasworks purposes, and for any other purpose of the Corporation for which capital moneys may properly be expended, and to charge the same on the city fund and city rate, the consolidated fund and consolidated rate, and the undertakings, estates, rates, revenue, and other property of the Corporation, or any of such securities, and to execute and grant mortgages, or to create and issue Leeds Corporation Stock in respect thereof, and to authorise the Corporation to apply any of their corporate funds or other moneys authorised to be raised to all or any of the purposes of the intended Act.

To authorise the Corporation to consolidate the Corporation debt, and to equate the periods or some of the periods for the discharge thereof, and to consolidate all or some of the sinking funds, and to provide for the application and investment of moneys standing to the credit of such funds, and to provide that such debt and the securities therefor shall rank parri passu, however and whenever raised or issued, and to make other provision, incidental to such consolidation as aforesaid, in regard to the security for and discharge of moneys borrowed, or which may hereafter be borrowed by the Corporation; to prescribe the form of mortgages and bonds to be issued by the Corporation for securing the repayment of any moneys borrowed by them for any purposes for which they are for the time being authorised to borrow money, and for charging such moneys upon all or any of the rates, revenues and property of the Corporation, and to make other provision in regard to securities given by the Corporation, and to alter and amend the powers of the Corporation with regard to the creation and issue of Corporation stock.

To provide for any surplus or deficiency in the revenue of the gas, water, and tramway undertakings of the Corporation being carried to the credit or debit of the consolidated fund or rate, and to make other provision as to the revenue from those undertakings, and the application thereof respectively, and of the city fund and rate, and the consolidated fund and rate.

To empower the Corporation to appoint a banking company or partnership firm treasurers of the city.

To authorise the appointment of park keepers, market inspectors, and other persons having

charge of property of the Corporation to which the public have access to act as special constables, and in connection therewith to confer on them certain powers to be defined in the intended Act.

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 Acts, the Lands Clauses Acts, the Local Loans Act, 1875, the Tramways Act, 1870, the Housing of the Working Classes Act, 1890, the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway; and all Acts amending those Acts respectively.

To repeal or amend or to extend and apply to the intended Act all or some of the provisions of the following local Acts and Orders (namely): The Leeds Improvement Act, 1842; the Leeds Improvement Amendment Act, 1848; the Leeds Improvement Amendment Act, 1856; the Leeds Improvement Act, 1866; the Leeds Improvement of Becks Act, 1866; the Leeds Improvement Act, 1869; the Leeds Corporation Gas and Improvements, &c., Act, 1870; the Leeds Corporation Gas Act, 1870; the Leeds Improvement Act, 1872; the Leeds Improvement Act, 1877; the Leeds Corporation Act, 1879; the Leeds Improvement Act, 1893; the Leeds Corporation Tramways Act, 1896; the Leeds Corporation Act, 1897; the Leeds Corporation Tramways Order, 1888; the Leeds Order (No. 1), 1898, the Leeds Order (No. 2), 1898, and the confirming Acts of those years; and all other Acts and Orders confirmed by Parliament relating to the Corporation, and to provide a short title for such Acts and Orders, or some of them.

Plans and sections of the proposed works, including plans of the lands proposed to be acquired under the authority of the intended Act, 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 with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the Clerk of the Peace for the city, at his office at Leeds; and a copy of so much of the said plans, sections, and Book of Reference as relates to the each of the several areas hereinafter mentioned, together with a copy of the said Notice, will, on or before the 30th day of November, be deposited as follows:

As relates to the city of Leeds, with the Town Clerk at his office in Leeds.

As relates to any urban district not being a borough, with the Clerk of the District Council of such district at his office.

As relates to all parishes or townships having parish councils, with the Clerk of the Parish Council of each such parish or township at his residence, or, if there be no clerk, with the Chairman of that Council at his residence.

And as relates to any parish or township comprised in a rural district and not having a parish council, with the Clerk of the Rural District Council at his office.

Printed copies of the intended Act or 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 19th day of November, 1900.

W. J. JEVES, Town Clerk, Leeds.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.



County of Bedford.

Bye-laws made by the County Council of the Administrative County of Bedford, under the Locomotives Act, 1898.

**N**OTICE is hereby given, that the County Council of the administrative county of Bedford have, under the powers conferred upon them by the Locomotives Act, 1898, at a Meeting held at the Shire Hall, in Bedford, in the said county, on the 2nd day of November, 1900, made and sealed Bye-laws prohibiting the use of locomotives on specified highways, and regulating the use of locomotives, and of waggons drawn by locomotives on any highway within the administrative county of Bedford.

And notice is hereby also given, that it is the intention of the said County Council to apply to the Local Government Board, at the expiration of one month from the 26th day of November, 1900, for confirmation of the said Bye-laws, and that a copy of the said Bye-laws is kept at the office of the Clerk of the said County Council, at the Shirehall, in Bedford, and is open to the inspection of the ratepayers of the said county, without fee or reward, on every day except Sundays, between the hours of 10 o'clock in the forenoon and 5 o'clock in the afternoon. And the Clerk of the said County Council will, on the application of any such ratepayer, furnish him with a copy of such proposed Bye-laws, or any part thereof, on payment of sixpence for every hundred words contained in such copy.

Dated this 19th day of November, 1900.

W. W. MARKS, Clerk of the Bedfordshire County Council.  
Shirehall, Bedford.

**N**OTICE is hereby given, that a separate building named Ebenezer Chapel, situated at Church-street, Orrell, in the civil parish of Orrell, in the county of Lancaster, in the registration district of Wigan, being a building certified according to law as a place of meeting for religious worship, was on the 16th day of November, 1900, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this seventeenth day of November, 1900.

HENRY GORDON ACKERLEY, Deputy Superintendent Registrar.

**N**OTICE is hereby given, that a separate building named the Salvation Army Fort, situated at East-street, Wisbech, in the civil parish of Wisbech St. Peter, in the administrative county of Isle of Ely, in the registration district of Wisbech, being a building certified according to law as a place of meeting for religious worship, was on the 17th day of November, 1900, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this nineteenth day of November, 1900.

GEO. CARRICK, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building named Our Lady and Saint Wulstan's Roman Catholic Church, situated at Southam, in the civil parish of Southam, in the county of Warwick, in the registration district of Southam, being a building certified according to law as a place of meeting for religious worship, was on the 16th day of November, 1900, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 20th day of November, 1900.

WM. WOOD, Superintendent Registrar.

No. 2724.

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**N**OTICE is hereby given, that a separate building named the Wesleyan Methodist Chapel, situated at Chapel-street, Codnor, in the civil parish of Codnor, in the county of Derbyshire, in the registration district of Basford, being a building certified according to law as a place of meeting for religious worship, was on the 19th day of November, 1900, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 19th day of November, 1900.

C. J. SPENCER, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building named Engedi Chapel, situated at High-street, in the civil parish of Brymbo, in the county of Denbigh, in the registration district of Wrexham, being a building certified according to law as a place of meeting for religious worship, was on the 20th day of November, 1900, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this twenty-first day of November, 1900.

JOHN BURY, Superintendent Registrar.

Friendly Societies Act, 1896.

Advertisement of Dissolution by Instrument.

**N**OTICE is hereby given, that the Hindley District R.A.O.B. Local Relief Society, Register No. 7733, Lancashire, held at Worthington Hotel, Market-street, Hindley, Wigan, in the county of Lancaster, is dissolved by instrument, registered at this office, the 14th day of November, 1900, 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 is set aside accordingly.

E. W. BRABROOK, Chief Registrar.  
28, Abingdon-street, Westminster,  
the 14th day of November, 1900.

Advertisement of Cancelling.

**N**OTICE is hereby given, that the Chief Registrar of Friendly Societies has, pursuant to s. 77 of the Friendly Societies Act, 1896, by writing under his hand, dated the 7th day of November, 1900, cancelled the Registry of the Independent Order of Foresters for the United Kingdom Society (Register No. 576), held at 24, Charing Cross, Whitehall, S.W., in the county of London, at its request. The Society (subject to the right of appeal given by the said Act) ceases to enjoy the privileges of a registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such cancelling had not taken place.

E. W. BRABROOK, Chief Registrar.

Industrial and Provident Societies Act, 1893.  
56 and 57 Vict., cap. 39.

Advertisement of Dissolution by Instrument.

**N**OTICE is hereby given, that the Desborough New Freehold Land and Builders' Society Limited, Register No. 3568 R, Northants, held at 11, Station-road, Desborough, Market Harborough, in the county of Northampton, is dissolved by instrument, registered at this office, the 8th day of November, 1900, 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 is set aside accordingly.

E. W. BRABROOK, Chief Registrar.  
28, Abingdon-street, Westminster,  
the 8th day of November, 1900.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Farwell, in Chambers.  
1900. W. 0100.

In the Matter of the Wheldale Coal Company Limited and in the Matter of the Companies (Memorandum of Association) Act, 1890.

**N**OTICE is hereby given, that a petition was on the 30th day of October 1900 presented to Her Majesty's High Court of Justice by the above named Company to confirm a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 17th August, 1900, and subsequently unanimously confirmed at an Extraordinary Meeting of the said Company held on the 12th September, 1900, and which resolution runs as follows:—"That the objects of the Company be extended by the following additions to clause 3 of the Memorandum of Association of the Company that is to say, in the first place by inserting in the clause as now existing after the words 'sixty four' the words 'or under any further lease thereof, or otherwise and also any other colliery or collieries upon any other lands wheresoever situate' and after the word 'powers' the words 'and any other real and personal property which the Company may think necessary or convenient for the purposes of its business' and in the next place by adding to the said clause the following words arranged under sub-heads as hereinafter mentioned. '(b.) To acquire, conduct, and carry on any trades, undertakings, or businesses of colliery proprietors, miners, smelters, engineers, ironmasters and ironfounders, and to search for get and make merchantable and sell and dispose of coal ironstone iron or other metals and minerals brick earth and clay and to manufacture sell and deal in coke, cinders, culm, fuel, bricks, tiles, lime, dyes, chemicals, chemical or other manures and similar substances and to carry on any other businesses capable of being conveniently carried on in connection with the above and calculated to enhance the value of the Company's property or rights. (c.) To purchase or otherwise acquire any patents brevets d'invention, licences concessions, and the like, conferring any exclusive, or non-exclusive or limited right to use, or any secret or other information as to any invention which may seem capable of being used for any of the purposes of the Company or the acquisition of which may seem calculated directly or indirectly to benefit this Company and to use exercise develop or grant licences in respect of or otherwise turn to account the property rights or information so acquired. (d.) To manage, improve, cultivate, lease, underlet, exchange, sell surrender lay out for building purposes, build on improve advance money to persons building on, and otherwise deal with or develop any of the land or other property of the Company in such manner as may seem expedient to advance the Company's interests. (e.) To purchase or otherwise acquire and undertake the whole or any part of the business property and liabilities of any person or Company carrying on any business which this Company is authorized to carry on or possessed of property suitable for the purposes of this Company. (f.) To invest and deal with the moneys of the Company not immediately required, upon such securities and in

such manner as may from time to time be determined. (g.) To borrow, or raise, or secure the payment of money in such other manner as the Company shall think fit, and in particular by the issue of debentures or debenture stock perpetual or otherwise charged upon all or any of the Company's property (both present and future), including its uncalled capital, and to redeem or pay off any such securities. (h.) To draw, make, accept, endorse, discount, execute, and issue promissory notes, bills of exchange, bills of lading, warrants, debentures, and other negotiable or transferable instruments. (i.) To sell or dispose of the undertaking of the Company or any part thereof for such consideration as the Company may think fit, and in particular for shares, debentures, or securities of any other Company having objects altogether or in part similar to those of this Company. (j.) To make or effect any insurances or other arrangements for the purpose of protecting the Company against liability to its employees or workmen under the Employers' Liability Act, Workmen's Compensation Act, or other similar Statutes or against any other risk or liability. (k.) To do all such other things as are incidental or conducive to the attainment of the above objects.' And that the Directors be authorized to apply to the Court to confirm this resolution under the Companies (Memorandum of Association) Act 1890." And further take notice that such petition is directed to be heard before his Lordship Mr. Justice Farwell on Saturday the 15th day of December, 1900. Any person interested in the said Company whether as shareholder creditors or otherwise desiring to oppose the confirmation of the said resolution under the above Act is required within 14 days from the 29th day of November 1900 to send notice of such desire with the grounds of his or her objections to the Secretary of the said Company Mr. Samuel Ernest Kershaw at the registered office of the said Company Wheldale in the parish of Water Fyston otherwise Ferry Fyston near Ferrybridge in the West Riding of the county of York and to appear at the time of the hearing of the said petition by himself or his Counsel for the purpose and a copy of the said petition will be furnished to any such person requiring the same by the Company's Solicitor Mr. M. Rymer Solicitor York or his Agents Messrs. Ridsdale and Son of 5 Gray's-inn-square London W.C. on payment of the regulated charge for the same.—Dated this 16th day of November 1900.

RIDSDALE and SON, 5, Gray's-inn-square,  
London, W.C.; Agents for  
M. RYMER, of York, Solicitor for the said  
Company.

In the High Court of Justice.—Chancery Division.  
In the Matter of the Leicester Real Property Company Limited and in the Matter of the Companies (Memorandum of Association) Act, 1890.

**N**OTICE is hereby given, that a petition was, on the 18th day of October, 1900, presented to Her Majesty's High Court of Justice by the above named Company to confirm a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 13th day of September, 1900, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company, held on the 1st day of October, 1900, and which resolution is as follows:—"That for clauses 3, 4, and 5 of the Memorandum of Association there be substituted '3, 4, 5. The objects for which the

Company is established are:—(a.) To purchase, sell, take, or grant on lease or in exchange, or otherwise acquire or dispose of, or deal with any real or personal property whatsoever situate in the United Kingdom, and any concessions, business concerns, or undertakings, or any estate, share, or interest therein or connected therewith. (b.) To develop or turn to account any property or interest acquired or dealt with as aforesaid by laying out or preparing the same for building purposes by building thereon, or by altering, pulling down, decorating, maintaining, retaining, improving, furnishing, fitting up, planting, paving, draining, working, managing, controlling, farming, cultivating, or otherwise dealing with such property or interest. (c.) To lend, borrow, or secure the payment of money on any security or on such terms as may seem expedient, and in particular to raise or secure the payment thereof by mortgage or by the issue of debentures or debenture stock, perpetual or otherwise, charged upon all or any of the Company's property, both present and future, including its uncalled capital, and to redeem or pay off any such securities and to guarantee the payment of money and the performance of contracts. (d.) To draw, make, accept, endorse, discount, execute, and issue promissory notes, bills of exchange, bills of lading, warrants, debentures, and other negotiable or transferable instruments. (e.) To undertake and execute any trust the undertaking whereof may seem desirable. (f.) To pay, satisfy, or compromise any claim made against the Company which it may seem expedient to pay, satisfy, or compromise notwithstanding the same may not be valid in law. (g.) To undertake and do all or any of the matters and things aforesaid either as principals, agents, contractors, or otherwise, and either alone or in conjunction with others, and either through or by agents, sub-contractors, trustees, or otherwise. (h.) To do all such other things as the Company may think incidental or conducive to the attainment of the above objects or any of them. (i.) It is declared that the intention is that the objects above specified shall be in nowise restricted by reference to the name of the Company." And notice is further given, that the said petition is directed to be heard before the Honourable Mr. Justice Farwell, on Saturday, the 8th day of December, 1900, and any person interested in the said Company, whether as debenture holder, creditor, or otherwise, desirous to oppose the making of an Order for the confirmation of the said resolution under the above Act, should appear at the time of hearing by himself or his Counsel for the purpose. And a copy of the said petition will be furnished to any such person requiring the same by the Company's Solicitors, Messrs. Stretton and Aysom, of No. 57, Belvoir-street, Leicester, on payment of the regulated charge for the same.—Dated the 21st day of November, 1900.

STRETTON and AYSOM, Solicitors for the Company.

Law Life Assurance Society,  
187, Fleet-Street, London, E.C.,  
November 23, 1900.

NOTICE is hereby given, that a Special General Meeting of the Proprietors of the Law Life Assurance Society will be held at the Society's office, 187, Fleet-street, London, E.C., on Wednesday, the 12th day of December, 1900, at 1 o'clock in the afternoon, when there will be submitted for confirmation as Special Resolutions of the Society, certain resolutions passed at the

Special General Meeting of the said Society, held on the 21st day of November, 1900, for altering the regulations of the Society:—

(1.) By abolishing as from the date of the Ordinary General Meeting 1901, the existing regulations as to Auditors, and by substituting regulations providing for the appointment of two professional Auditors, one to be Auditor for, and to be elected by, the Proprietors, and one to be Auditor for, and to be elected by, the assured, and dealing with—

(a.) The qualification of such professional Auditors.

(b.) The filling up by the Directors of any casual vacancy in the office of Auditor.

(c.) The Auditors' powers with reference to the accounts and the method of conducting the audit.

(d.) The retirement of the existing Auditors at the Ordinary General Meeting in 1901.

(e.) The remuneration of the Auditors.

(2.) By providing for the forfeiture, at the discretion of the Directors, of dividends and bonuses, interim or otherwise, belonging to the Proprietors which may have been unclaimed for six years or upwards after the same shall have become payable, and for the carrying over of such forfeited sums to the Proprietors' Guarantee Fund.

By order of the Directors,

E. H. HOLT, Manager and Secretary.

B. Hembry and Company Limited.

AT an Extraordinary General Meeting of the above named Company duly convened and held on the 11th day of June 1900, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of the Company that it cannot by reason of its liabilities continue its business and that it is desirable to wind up the same accordingly and that the Company be wound up voluntarily and that Mr. George Browning be appointed the Liquidator of the Company."

Dated this 22nd day of November, 1900.

FREDK. WM. HEMBRY, Chairman.

Lake Copais Company, Limited.

Special Resolution.

Passed 2nd November, 1900.

Confirmed 20th November, 1900.

AT Extraordinary General Meetings of the above named Company, duly convened and held respectively on the 2nd day of November and the 20th day of November, 1900, the subjoined Special Resolution was duly passed and confirmed:—

Resolution.—"That the Company be wound up voluntarily, and that Mr. Charles Cheston, of No. 1, Great Winchester-street, London, E.C., be and he is hereby appointed Liquidator for the purposes of such winding up."

CHAS. CHESTON, Chairman.

The Northern Credit Company, Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at Number 19, Wharfedale-road, Caledonian-road, in the county of London, on the 23rd day of October, 1900, 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 13th day of November, 1900, the following Special Resolution was duly confirmed:—

"That the Northern Credit Company, Limited, be wound up voluntarily, and that John William Hewett, of 29, St. Augustine's-road, N.W., be the Liquidator to conduct the winding up."

JAMES COOK, Chairman.

In the Matter of the Anglo-Westralian Share and Investment Syndicate, Limited. In Liquidation. And the Companies Acts, 1862 to 1898.

Notice of Extraordinary Resolutions.

Passed 13th November, 1900.

**A**T an Extraordinary General Meeting of the Members of the above Syndicate, duly convened and held at Nos. 3 and 4, Great Winchester-street, London, E.C., on the 13th day of November, 1900, the following resolutions were duly passed as resolutions to take effect under subsection 3 of section 129 of the Companies Act of 1862:—

1. "That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same, and that Mr. Richard Lawrence Spicer, of Nos. 3 and 4, Great Winchester-street, London, E.C., be appointed the Liquidator for the purposes of such voluntary winding up.

2. "That the said Liquidator be empowered to make any compromises or arrangements pursuant to sections 159 and 160 of the said Act of 1862 which he may in his discretion think expedient."

Dated this 19th day of November, 1900.

SYDNEY CHAMBERS, Chairman.

In the Matter of the Companies Acts, 1862 to 1890, and of the Avon Aberthaw Lime and Portland Cement Company Limited.

**A**T an Extraordinary General Meeting of the above named Company, duly convened and held at Tresilian, Henleaze-gardens, Westbury-on-Trym, near Bristol, on Saturday, the 17th day of November, 1900, at 7 P.M., the following Extraordinary Resolutions were duly passed, viz.:—

1. That it has been proved to the satisfaction of the Meeting that the Company cannot, by reason of its liabilities, continue its business, and it is advisable to wind up the same.

2. That Mr. Henry Anstey, of 1, Stephen-street, Bristol, be and he is hereby appointed Liquidator of the said Company.

T. HANBLY, Chairman.

In the Matter of the Kensington Furnishing Company, Limited.

**A**T an Extraordinary General Meeting of the above named Company, duly convened, and held at No. 154, Fleet-street, in the city of London, on the 26th day of October, 1900, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened, and held at the same place on the 12th day of November, 1900, the following Special Resolution was duly confirmed:—

Special Resolution.—"That the Kensington Furnishing Company, Limited, be wound up voluntarily, and that Mr. John Carrington, of 4<sup>a</sup>, Titherton-road, Tufnell Park, in the county of Middlesex, Accountant, be and he is hereby appointed Liquidator thereof."

Dated this 14th day of November, 1900.

GEO. MICHAEL, Chairman.

In the Matter of J. W. Dobson Limited.

**A**T an Extraordinary General Meeting of the Members of the above named Company, duly convened and held at the registered office of the Company, Oaks Glass Bottle Works, Barnsley, on the thirteenth day November, 1900, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of the Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and

accordingly that the Company be wound up voluntarily, and that Messrs. William Hubert Smith, of Midland-chambers, High-street, Sheffield, Chartered Accountant, and William Carr, of 27, Regent-street, Barnsley, Incorporated Accountant, be and they are hereby appointed Liquidators for the purpose of such winding up."

Dated this 19th day of November, 1900.

J. W. DOBSON, Chairman.

The Drayton Syndicate, Limited.

Special Resolution.

Passed 29th October, 1900.

Confirmed 15th November, 1900.

**A**T an Extraordinary General Meeting of the Members of the Drayton Syndicate, Limited, held, at 8, Drapers'-gardens, in the city of London, at 12 o'clock noon, on Monday, the 29th October, 1900, the following Special Resolution was duly passed, and at an Extraordinary General Meeting of the Members of the Drayton Syndicate, Limited, held on Monday, the 19th day of November, 1900, the same Special Resolution was duly confirmed, viz.:—

"That the Company be wound up voluntarily."

At the second Meeting above referred to Richard Nicoll Preece, of 15, Cophall-avenue, in the city of London, was duly appointed Liquidator for the purposes of the winding up.

A. SPIER, Chairman.

In the Matter of Emmison's Limited.

**A**T an Extraordinary General Meeting of the Members of the above named Company, duly convened and held at the registered offices of the Company Mersey-buildings 18 James-street Liverpool on Tuesday the 20th day of November 1900 the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily and at the same Meeting John Merrett Wade (of the firm of Chalmers Wade and Co.) of 5 Fenwick-street Liverpool Chartered Accountant was appointed Liquidator for the purposes of such winding up."

Dated this 20th day of November 1900.

JAS. CURWEN, Chairman.

In the Matter of Butters and Co. Limited.

**N**OTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened, and held at Chiswick Hall Works, High-road, Chiswick, London, W., in the county of Middlesex, on the thirtieth day of October, 1900, 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 fifteenth day of November, 1900, the said Special Resolutions were duly confirmed:—

Resolved.—1. That Butters and Co. Limited be wound up voluntarily.

2. That Mr. William Charles Doggett, Chartered Accountant, of 17, Holborn-viaduct, E.C., be and is hereby appointed Liquidator for the purpose of such winding up.

J. H. OSBORNE, Chairman.

In the Matter of the Companies Acts, and of the Fairfield Exploration Syndicate, Limited.

**A**T an Extraordinary General Meeting of the above named Syndicate, duly convened and held at the offices of the Syndicate, in Finsbury-circus House, Blomfield-street, in the city

of London, on the 16th day of October, 1900, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Syndicate, also duly convened and held at the same place, on the 6th day of November, 1900, the following Special Resolutions were duly confirmed:—

Resolutions.—(1.) "That the Syndicate be wound up voluntarily" and

(2.) "That Liquidators be appointed for the purpose of such winding up."

And at such last-mentioned Meeting Mr. G. T. Ware, of Finsbury-circus House, London, E.C., was duly appointed Liquidator of the Syndicate for the purpose of the winding up.—Dated this 9th day of November, 1900.

W. L. WILDY, Chairman of Confirming Meeting.

**The New Zealand Jubilee Gold Mine, Limited.**

**Special Resolutions.**

Passed 24th October, 1900.

Confirmed 16th November, 1900.

**A**T an Extraordinary General Meeting of the said Company, duly convened and held at Winchester House, in the city of London, on the 24th October, 1900, the subjoined Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the registered office of the Company, No. 20, Great Winchester-street, in the city of London, on the 16th November, 1900, the subjoined Special Resolutions were duly confirmed:—

(1.) "That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that Peter Steele Browning, of No. 20, Great Winchester-street, London, E.C., be and he is hereby appointed Liquidator for the purposes of such winding up.

(2.) "That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company, to be named 'The New Zealand Jubilee Gold Mine, Limited,' with a Memorandum and Articles of Association, which have already been prepared with the privity and approval of the Directors of the Company.

(3.) "That the draft agreement submitted to this Meeting, and expressed to be made between this Company and its Liquidator of the one part, and the New Zealand Jubilee Gold Mine, Limited, of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized pursuant to section 161 of the Companies Act, 1862, to enter into an agreement with such new Company (when incorporated), in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he may think expedient."

Dated the 16th day of November, 1900.

HUGH ASTLEY, Chairman.

**In the Matter of the Wilts and Hants Dairy Company Limited.**

**A**T an Extraordinary General Meeting of the above named Company, duly convened, and held at Market House-chambers, Salisbury, on the 30th day of October, 1900, 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 20th day of November, 1900, the following resolution was duly confirmed, viz.:—

That the Wilts and Hants Dairy Company Limited be wound up voluntarily, and that Mr.

John Turton Woolley, of Salisbury, Auctioneer, be and he is hereby appointed Liquidator.

Dated this 20th day of November, 1900.

R. POORE, Chairman.

**In the Matter of the Companies Act, 1862, and in the Matter of the Wilts and Hants Dairy Company Limited.**

**N**OTICE is hereby given, that the creditors of the above named Company are required, on or before the 20th day of December next, to send in 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 Turton Woolley, of Salisbury, in the county of Wilts, Auctioneer, the Liquidator of the said Company; and if so required by notice in writing from the said Liquidator, are personally or 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 or claims are proved.—Dated this 20th day of November, 1900.

HODDING and JACKSON, of Market House-chambers, Salisbury, Solicitors to the above named Liquidator.

**In the Matter of the Companies Acts, 1862 to 1890, and of the Flying Telegraphic Despatch Co. Limited.**

**I**N pursuance of the powers delegated to the Directors at the Extraordinary General Meeting of the Company, held on the 23rd day of October, 1900, the Directors, at a Meeting held on the 13th day of November, 1900, at the Thatched House Hotel, New Market-place, Manchester, appointed Mr. Henry Naylor, Chartered Accountant, of 7, St. James's-square, Manchester, to be the Liquidator in the voluntary winding up of the Company.

FRANK PILLING, Chairman.

**In the Matter of Bieckert's Brewery Company Limited.**

**Special Resolution.**

Passed 22nd October, 1900.

Confirmed 8th November, 1900.

**A**T an Extraordinary General Meeting of the above named Company, duly convened and held at Winchester House, Old Broad-street, in the city of London, on the 22nd day of October, 1900, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the same place, on the 8th day of November, 1900, the following resolution was duly confirmed:—

"That the Company be wound up voluntarily."

And at such last mentioned Meeting, Edwin John Honychurch, of No. 5, Copthall-buildings, London, E.C., was appointed Liquidator for the purposes of such winding up.—Dated this 17th day of November, 1900.

T. WOOD, Chairman.

**In the Matter of the Companies Acts, and in the Matter of Jesse Fisher and Son Limited.**

**N**OTICE is hereby given, that the creditors of the above named Company are required, on or before the 22nd day of December, 1900, to send particulars of their debts or claims, to the undersigned, Lawrence Lancelot Samuels, of 7, Norfolk-street, Manchester, Chartered Accountant, the Liquidator of the said Company, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 21st day of November, 1900.

L. LANCELOT SAMUELS, Liquidator.

Whiteheads Auto Cycle Company, Limited.  
**N**OTICE is hereby given, that the creditors of the above named Company are required, on or before the 31st day of December, 1900, 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. Robert William Hope Bunt, of No. 11, King-street, Wakefield, the Liquidator of the said Company; and if so required by notice, in writing, from the said Liquidator, 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 claims or debts are proved.—Dated this 19th day of November, 1900.

R. W. HOPE BUNT, Liquidator.

In the Matter of Norton and Coy. Limited.  
**T**HE creditors of the above named Company are required, on or before the 7th day of January, 1901, 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 Chetwynd, Esq., and Tom Oliver, Esq., 19, Corporation-street, Birmingham, the Liquidators of the said Company; and if so required by notice in writing from the said Liquidators, are by their Solicitors, or personally, to come in and prove their said debts or claims at 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 22nd day of November, 1900.

CHAS. F. SMITH, 9, Arundel-street, Strand, W.C., Solicitor to the above named Liquidators.

In the Matter of the Companies Acts, 1862 to 1900, and in the Matter of W. Grandage and Co. Limited. Registered on the 25th day of February, 1897.

**N**OTICE is hereby given, that all creditors and persons having claims against the above named Company are required, on or before the twenty-second day of December, one thousand nine hundred, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Abraham Grandage and Charles John Vint, Commercial Bank-buildings, Bradford, the Liquidators of the above named Company; and if so required by notice in writing from the said Liquidators, or either of them, 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 twenty-first day of November, one thousand nine hundred.

VINT, PARKINSON, HILL, and KILLICK, Commercial Bank-buildings, Bradford, Solicitors to the said Liquidators.

The "Boadicea" Ship Company Limited.  
 (In Liquidation.)

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1852, that a General Meeting of the Members of the above named Company will be held at the offices of the Company, 147, Leadenhall-street, London, E.C., on Monday, the 24th of December, 1900, at half-past two o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the

Company disposed of, and of hearing any explanation that may be given by the Liquidator; also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the liquidation thereof, shall be disposed of.—Dated this 19th day of November, 1900. DAVID E. BROWN.

The Gloucester Fish and Game Supply Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1852, that a General Meeting of the Members of the above named Company will be held at "New-inn-chambers," King-street, Gloucester, on Friday, the 28th day of December, 1900, at 12 o'clock at noon, for the purpose of having an account laid before them, showing the manner in which the winding up 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 17th day of November, 1900.

WILLIAM BRENDON SELLEY, Liquidator.

The Great Western Farm Dairies Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above Company will be held at No. 9, Harrow-road, Paddington, London, W., on Thursday, the 27th day of December, 1900, at 2 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation which 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 the 20th day of November, 1900.

JOHN HOPKINS, Liquidator.

John Satterfield and Company Limited.

**N**OTICE is hereby given, that a General Meeting of the Members of the above named Company will be held at the offices of the Liquidator, situate at Number 42, Spring-gardens, in the city of Manchester, on Thursday, the 27th day of December, 1900, at 2.30 o'clock in the afternoon precisely, to receive the Liquidator's report, showing how the winding up of the Company has been conducted, and its property disposed of, to hear any explanation that may be given by the Liquidator, and to pass a resolution as to the disposal of the books, accounts, and other documents of the Company.—Dated the 20th day of November, 1900.

ALFRED H. POWNALL, Liquidator.

In the Matter of the Companies Acts, 1862 to 1890, and of the Zomela Company Limited.

**N**OTICE is hereby given, that a General Meeting of the above named Company will be held at 8, Church-street, in the city of Birmingham, on Thursday, the 27th day of December, 1900, at 2 o'clock in the afternoon precisely, for the purpose of having the Liquidator's amounts, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, laid before such Meeting, and of hearing any explanation that may be given by the Liquidator.—Dated this 20th day of November, 1900.

HORATIO LANE, Liquidator.



The Chester and North Wales Ice and Cold Storage Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at No. 8, Old Bank-buildings, in the city of Chester, on Friday, the 28th day of December, 1900, at 12 o'clock noon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidators thereof, shall be disposed of.—Dated the 20th day of November, 1900.

WALTER CONWAY, for self and co-Liquidators.

The Companies Acts, 1862 to 1898.

The Ismore Steamship Company Limited.

**N**OTICE is hereby given, that a General Meeting of the Members of the Ismore Steamship Company Limited, will be held at the registered office of the Company, 3, New Quay, Liverpool, in the county of Lancaster, on Friday, the 28th day of December, 1900, at 3 o'clock in the afternoon precisely, for the purpose of having an account laid before them by the Liquidator (pursuant to section 142), showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.

ROGER B. SEDGWICK, Liquidator.

In the Matter of the Companies Acts, 1862 to 1893, and in the Matter of G. S. Ewing and Company Limited. (In Liquidation.)

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at No. 12, Wood-street, Cheapside, in the city of London, on Monday, the thirty-first day of December, 1900, at ten-thirty o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding up of the Company has been conducted, and how the assets have been disposed of, and of hearing any explanation which may be given by the Liquidator.—Dated this twentieth day of November, 1900.

B. T. CREW, Liquidator.

The Hotel Flet Bridge Company Limited.

**N**OTICE is hereby given, pursuant to section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at the Star Hotel, Worcester, on Saturday, the 29th day of December, 1900, at three o'clock in the afternoon, for the purpose of having an account laid before the Company, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and for the purpose of passing an Extraordinary Resolution disposing of the books, accounts, and documents of the Company and of the Liquidator.—Dated the 20th day of November, 1900.

J. AMPHLETT MORTON, Kidderminster, Liquidator.

In the Matter of the Companies Acts, and of New and Byrd Limited.

**N**OTICE is hereby given in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the

above named Company will be held at the offices of the Liquidator, 15, Harrington-street, in the city of Liverpool, on Friday, the 28th day of December next, at 2 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up 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.—17th November, 1900.

THOS. A. HANMER, 15, Harrington-street, Liverpool, Liquidator.

The Hillsboro Ship Company, Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862 that a General Meeting of the Members of the above named Company will be held at City-buildings, 23, Oldhall-street, in the city of Liverpool, on Friday, the 28th day of December, 1900, at 12 o'clock noon, for the purpose of having an account laid before them, showing the manner in which the winding 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 this nineteenth day of November, 1900.

GILBERT M. STEEVES, Liquidator.

The Companies Acts, 1862 to 1890.

The "Kirkwall" Steamship Limited.

In Liquidation.

**N**OTICE is hereby given, that a General Meeting of the Members of the above named Company Limited, will be held at the registered offices of the Company Limited, 24 and 25, the Exchange, Cardiff, on Monday the 31st day of December, 1900, at 2.30 P.M., in order that the Liquidator may lay before the said Meeting an account, showing the manner in which the winding up has been conducted, and the property of the said Company has been disposed of, and to hear any explanation that may be given by the Liquidator; and also to pass an Extraordinary Resolution for determining the manner in which the books, accounts, and documents of the said Company, and of the liquidation thereto shall be disposed of.—Dated at Cardiff, this 20th day of November, 1900.

ARTHUR MAWSON, Liquidator.

The Companies Acts, 1862 to 1898.

The Venezuela Mines Acquisition Syndicate Limited. (In Liquidation.)

**N**OTICE is hereby given, that a General Meeting of the Members of the above named Syndicate will be held at 22, Sackville-street, Manchester, on Friday, the twenty-eighth day of December next, at 12 o'clock at noon, to receive the Liquidator's report, showing how the winding up of the Syndicate has been conducted, and its property disposed of, to hear any explanation that may be given by the Liquidator, and to pass a resolution as to the disposal of the books, accounts, and other documents of the Syndicate.—Dated this twenty-first day of November, 1900.

A. HENNINGS, Liquidator.  
W. H. VAUDREY, 1, St. James's-square, Manchester, Solicitor.

The East Anglian Bacon Curing Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at No. 4,

King-street, Cheapside, in the city of London, on Friday, 28th December, 1900, at 3 o'clock in the afternoon for the purpose of having an account laid before them showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator shall be disposed of.—Dated this 22nd day of November, 1900.

EDELL and GORDON, 4, King-street, Cheapside, E.C., Solicitors for John Henry Champness, the Liquidator.

The West Brighton Waterworks Company Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at 17, Throgmorton-avenue, in the city of London, on Thursday, the 27th day of December, 1900, at 12 o'clock noon, for the purpose of having an account laid before them, showing the manner in which the winding 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 21st day of November, 1900.

M. COXED, Liquidator.

The South Eastern Brick and Terra Cotta Company Limited. In Liquidation.

NOTICE is hereby given, that a General Meeting of the Members of the above named Company will be held at 5, Victoria-street, Westminster, on Friday, the 28th day of December next, at 2.30 o'clock in the afternoon precisely, to receive the Liquidator's report, showing how the winding up of the Company has been conducted, and its property disposed of, to hear any explanation that may be given by the Liquidator; and to pass a resolution as to the disposal of the books, accounts, and other documents of the Company.—Dated this 21st day of November, 1900.

JAMES CRAIGHEAD, Liquidator.

James and M. S. Sharp and Company Limited. Incorporated under the Companies Acts 1862 to 1893 on the 5th day of June 1897.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at the Great Northern Victoria Hotel, Bradford, on Friday, the 28th day of December, 1900, at 12 o'clock noon, for the purpose of having an account laid before them, showing the manner in which the winding 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 21st day of November, 1900.

J. S. COLEFAX, Liquidator.

SAM. WRIGHT and Co., 23, Bank-street, Bradford, Solicitors for the Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Busby and Lawrence Robertson, carrying on business as Hardware Factors and Brassfounders, at No. 56, Summer-row, in the city of Birmingham, under the style or firm of Busby and Robertson, and also under the style or firm of Robert Langebear and Company, has been dissolved by mutual consent as and from the twenty first day of November, 1900. All debts due to and owing by the said late firms will be received and paid by the said Lawrence Robertson.—Dated 21st day of November, 1900.

RICHARD BUSBY.  
LAWRENCE ROBERTSON.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Andrew George Adamson and Graham Cochran Kirkwood MacLennan, carrying on business as Electrical Engineers, at 22, Christopher-street, Finsbury, in the county of London, under the style or firm of "Adamson Bros.," has been dissolved by mutual consent as and from the 5th day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said Andrew George Adamson, who will continue the said business under the same style.—Dated this 17th day of November, 1900.

ANDREW G. ADAMSON.  
GRAHAM C. K. MACLENNAN.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Foster Blades Grant and Joseph Cassé, lately carrying on business as Joinery Manufacturers, at School-road, Hampton Wick, in the county of Middlesex, under the style or firm of F. B. Grant and Co., has been dissolved by mutual consent as and from the fifth day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said Foster Blades Grant.—Dated 20th day of November, 1900.

F. B. GRANT.  
J. CASSE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Riess, Thomas Dalton Pannett, and Richard Pannett, carrying on business as Jewellers and Silver-smiths, at 5, Hampstead-road, in the county of London, under the style or firm of C. Riess and Co., has been dissolved by mutual consent as and from the seventeenth day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said Thomas Dalton Pannett and Richard Pannett.—Dated this nineteenth day of November, 1900.

CHARLES RIESS.  
THOMAS DALTON PANNETT.  
R. PANNETT.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Newman Howard, Walter Howard, Edward Kennedy Howes, and Arthur James Robert Gooderson, carrying on business as Chartered Accountants at St. Clement's House Clement's-lane in the city of London, under the style or firm of Howard Brothers and Howes, has been dissolved by mutual consent as and from the 30th day of June, 1899. All debts due and owing by the said late firm will be received and paid by the said Walter Howard, Edward Kennedy Howes, and Arthur James Robert Gooderson, by whom the said business will henceforth be carried on.—Dated the 30th day of September, 1900.

H. NEWMAN HOWARD.  
WALTER HOWARD.  
E. KENNEDY HOWES.  
A. J. R. GOODERSON.

NOTICE is hereby given, that the Partnership heretofore subsisting between William Henry Butt and Richard Austin Butt, carrying on business as Wine and Spirit Merchants and Commission Agents, at 60, Gracechurch-street, in the city of London, under the style or firm of "Butt, Taylor, and Co.," and afterwards of "Butt Brothers and Co.," has been dissolved by mutual consent as from the twenty-first day of November, one thousand nine hundred. All debts due to and owing by the said late firm will be received and paid by the said Richard Austin Butt, who will alone continue to carry on the said business under the style or firm of Butt Brothers and Co.—Dated the twenty-first day of November, one thousand nine hundred.

WILLIAM H. BUTT.  
RICHD. A. BUTT.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Griffiths and Lancelot Bathurst, carrying on business as Physicians and Surgeons, at Ellesmere, in the county of Salop, under the style or firm of Griffiths and Bathurst, has been dissolved by mutual consent as and from the 15th day of November, 1900.—Dated 16th day of November, 1900.

JOHN GRIFFITHS.  
LANCELOT BATHURST.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Mary Louisa Colls and William George Wye, carrying on business as Tailors and Outfitters, at Tunbridge Wells, in the county of Kent, under the style or firm of Colls and Wye, has been dissolved by mutual consent as and from the 20th day of October, 1900. All debts due to and owing by the said late firm will be received and paid by the said William George Wye.—Dated 16th day of November, 1900.

MARY L. COLLS.  
W. G. WYE.

**NOTICE** is hereby given, that the Partnership heretofore existing between Thomas James the elder and Thomas James the younger carrying on business as Butchers at No. 1 Great Norwood-street Cheltenham, in the county of Gloucester, under the style or firm of "James and Son," has been dissolved. All debts due to and owing by the late firm will be received and paid by the said Thomas James the younger who will carry on the business alone in future.—Dated this 19th day of November, 1900.

THOS. JAMES, SENR.  
THOS. JAMES, JUNR.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Eaton the elder, Thomas Eaton, and Samuel Eaton the younger, carrying on business as Lamp and Chandelier Manufacturers, at 66, 68, 70, and 72, Barr-street, Birmingham, in the county of Warwick, under the style or firm of "Samuel Eaton and Sons," was dissolved as and from the 1st day of November, 1900, by mutual consent, so far as regards Samuel Eaton the elder, who retires from the said firm.—Dated the 16th day of November 1900.

S. EATON.  
T. EATON.  
SAMUEL EATON, JUNR.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Adolphus Benedict Moubert and Henry Jacobs, carrying on business as Financiers, at 26, Lister-lane, Halifax, and 26, Lawkholme-lane, Keighley, under the style or firm of the Yorkshire Private Advance Offices, has been dissolved by mutual consent as and from the twelfth day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said Adolphus Benedict Moubert.

HENRY JACOBS.  
A. B. MOUBERT.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, Winsloe Herbert Mitchell and Edward Charles Cooper under the style or firm of "Mitchell and Cooper" at 49 Spring Bank Hull Photographers has been this day dissolved by mutual consent. Notice is further given that the business will hereafter be carried on by the said Edward Charles Cooper alone under the above style who will receive and discharge all assets and liabilities of the late firm.—Dated this twentieth November one thousand nine hundred.

WINSLOE HERBERT MITCHELL.  
EDWARD CHARLES COOPER.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Samuel Hadley and Frederick William Sephton, carrying on business as Glass Merchants and Glass Manufacturers, at Oxford-arcade, Oxford-street, and Great Bridgewater-street, Manchester, under the style or firm of "Hadley Sephton and Co.," has been dissolved by mutual consent as and from the fifteenth day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said Frederick William Sephton.—Dated this fifteenth day of November, 1900.

WALTER SAMUEL HADLEY.  
FREDERICK WILLIAM SEPHTON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Greaves and Walton Sutcliffe, carrying on business as House Painters and Decorators, at 204, Wellington-road, South Stockport, and 102, Great Portwood-street, Stockport, under the style or firm of Greaves and Sutcliffe, has been dissolved by mutual consent as and from the 31st day of October, 1900. All debts due to and owing by the said late firm will be received and paid by the said John Greaves, who will carry on the business on his own account at 204, Wellington-road South Stockport.—Dated 19th day of November, 1900.

JOHN GREAVES.  
WALTON SUTCLIFFE.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Matthew Hodgson and Tom Hodgson, carrying on business together, as Farmers and Milk-sellers, at Jericho, in the borough of Whitehaven, in the county of Cumberland, under the style or firm of "M. and T. Hodgson," was this day dissolved by mutual consent. All debts due to or owing by the said late firm will be received and paid by the said Matthew Hodgson, who will continue to carry on the said business on his own account.—Dated this tenth day of November, 1900.

MATTHEW HODGSON.  
TOM HODGSON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Edward Lowrie and Alban Richards, carrying on business as Manufacturers of Improved Roofing Tiles, at System-street, Cardiff, under the style or firm of the Self Lock Roofing Tile Co., has been dissolved by mutual consent as and from the 8th day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said Alban Richards.—Dated 19th day of November, 1900.

W. E. LOWRIE.  
ALBAN RICHARDS.

**NOTICE** is hereby given, that the Partnership lately existing between the undersigned, Isaac Simpson, Stephen Simpson, and William Chadderton, carrying on business at Preston and London, as Gold Thread and Lace Manufacturers, under the firm name of "Stephen Simpson," has been dissolved by mutual consent, as from the 1st day of November, 1900, and that from and after the 1st day of November, 1900, the business has been and will be carried on under the firm name of "Stephen Simpson," by the undersigned Stephen Simpson and William Chadderton, as partners, and that all debts owing to, or by, the late firm will be received, or paid, by the said Stephen Simpson and William Chadderton.—Dated this 21st day of November, 1900.

ISAAC SIMPSON.  
STEPHEN SIMPSON.  
WILLIAM CHADDERTON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John York and Thomas York, carrying on business as Butchers, at Regent-street, Cowpen Quay, Blyth, North-umberland, under the style or firm of "J. and T. York," has been dissolved by mutual consent, as and from the tenth day of November, 1900.—Dated this 19th day of November, 1900.

JOHN YORK.  
THOMAS YORK.

**NOTICE** is hereby given, that the Partnership which has been carried on by Hermann Rausch and Edwin Millington, under the style of "Rausch and Millington," formerly at Number 3, Market-avenue, Ashton-under-Lyne, in the county of Lancaster, and lately at Number 41, Lancaster-avenue, Manchester, in the said county, in the trade of Artists and Designers, was on the date hereof dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Hermann Rausch, by whom the business will in future be carried on.—Dated this 17th day of November, 1900.

HERMANN RAUSCH.  
EDWIN MILLINGTON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederic Evershed Sendall and Frank Albert Sendall, carrying on business as Plumbers, Painters, and Decorators, at Horsham, in the county of Sussex, under the style or firm of Sendall Brothers, has been dissolved by mutual consent as and from the 22nd day of October, 1900.—Dated this 12th day of November, 1900.

FREDERIC EVERSHED SENDALL.  
FRANK ALBERT SENDALL.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Frederick Donne and Charles Edwards, carrying on business as Builders, at St. Budeaux, Devonport, under the style or firm of Donne and Edwards, has been dissolved by mutual consent as and from the fifteenth day of November, 1900. All debts due to and owing by the said late firm will be received and paid by the said James Frederick Donne.—Dated 19th day of November, 1900.

JAMES FREDERICK DONNE.  
CHARLES EDWARDS.

HARRIET FALLICK Deceased.

Pursuant to the Act 22 and 23 Victoria chapter 35.

**NOTICE** is hereby given that all creditors and others having claims against the estate of Harriet Fallick late of Newbridge Isle of Wight Widow deceased who died on the 6th day of March 1900 intestate and to whose estate letters of administration were granted out of the Principal Probate Registry to Charles Bay the natural and lawful brother and one of the next-of-kin of the said deceased are hereby required to send written particulars of their claims to the undersigned the Solicitor for the said administrator on or before the 29th day of December 1900 after which date the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims of which he shall then have had notice.—Dated this 21st day of November 1900.

WM. JOHN BAILLEY JUNR. Newport Isle of Wight Solicitor for the Administrator.

**NOTICE** is hereby given, pursuant to the Act of Parliament, 22 and 23 Vic., cap. 35, that all persons having any claims or demands upon or against the estate of Thomas Halliday, formerly of Netherseal, in the county of Leicester, afterwards of 43, Faxe-Coburg-street, Leicester, in the said county, but at the time of his death of Farley, near Chendale, in the county of Stafford, Colliery Agent, deceased (who died on the 23rd day of October, 1893, and whose will was proved by Mary Eliza Halliday, Arthur John Coxon, and William Coxon, the executors therein named, on the 9th day of December, 1893, in the Lichfield Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their debts or claims to the said Arthur John Coxon and William Coxon, the surviving executors, at the offices of the undersigned, their Solicitor, on or before the 27th day of December, 1900; and notice is hereby also given, that after that day the said surviving executors will proceed to distribute the assets of the said Thomas Halliday, deceased, amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 16th day of November, 1900.

THOS. S. WILKINS, Uttoxeter, Solicitor for the Executors.

**NOTICE** is hereby given, pursuant to the Act of Parliament, 22 and 23 Vic., cap. 35, that all persons having any claims or demands upon or against the estate of Mary Eliza Halliday, late of Farley, near Chendale, in the county of Stafford, Widow, deceased, who died on the 21st day of July, 1900, administration of whose estate and effects was granted to William Coxon, of Bradley-in-the-Moors, in the county of Stafford, Gentleman, on the 30th day of August, 1900, by the Lichfield Registry of the Probate Division of the High Court of Justice, are hereby required to send in particulars of their debts or claims to the said administrator, at the offices of the undersigned, his Solicitor, on or before the 27th day of December, 1900; and notice is hereby also given, that after that day the said administrator will proceed to distribute the assets of the said Mary Eliza Halliday, deceased, amongst the parties 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 of whose debt or claim he shall not then have had notice.—Dated this 16th day of November, 1900.

THOS. S. WILKINS, Uttoxeter, Solicitor for the said Administrator.

KATE BARNETT, Deceased.

Pursuant to the Statute, 22 and 23 Vic., cap. 35.

**NOTICE** is hereby given, that all persons having any claims or demands against the estate of Kate Barnett, late of 12, Augusta-road, Ramsgate, in the county of Kent (wife of Barman Barnett), who died on the 10th day of September, 1900, at 12, Augusta-road aforesaid, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 15th day of November, 1900, by Sarah Elizabeth Orlor and Esther Florence Barnett, daughters of the deceased, the executrices named in the said will, are hereby required to send particulars in writing thereof, to us, the undersigned, on or before the 20th day of January, 1901, after which date the said executrices will proceed to distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 20th day of November, 1900.

TAYLOR and TAYLOR, 10, New Broad-street, London, E.C., Solicitors for the said Executrices.

JEREMIAH JAMES COLMAN, Deceased.

Pursuant to an Act of Parliament, 22 and 23 Victoria, chap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Jeremiah James Colman, late of the hamlet of Carrow, in the county of the city of Norwich, Esquire, deceased, who died on the 18th day of September, 1898, and whose will was proved by Russell James Colman, of Bracondale Woods, in the county of the city of Norwich, Esquire, James Stuart, of No. 13 Grosvenor-road, in the county of London, Esquire, and Sir Herbert Hardy Cozens-Hardy, of 50, Ladbroke-grove, in the county of London, Knight, (then Herbert Hardy Cozens-Hardy, Esquire), in the Principal Registry of the Probate Division of the High Court of Justice on the 10th day of November, 1898, are hereby required to send in the particulars of their claims and demands to the undersigned, Solicitors of the said executors, on or before the 31st day of November 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 20th day of November, 1900.

COZENS - HAROY and JEWSON, Castle-chambers, Norwich.

EDMUND SHAW, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35. **CREDITORS** and others having any claim against the estate of Edmund Shaw, late of Thorn Bank, Moston-lane, Newton Heath, near the city of Manchester, Coal Salesman, deceased (who died on the thirteenth day of October, 1900, and to whose estate and effects letters of administration were granted by Her Majesty's High Court of Justice, at the Manchester District Probate Registry on the 19th day of November, 1900, to Alice Maud Pickering and Lillian Green-mish, daughters of the deceased), are to send particulars of of such claim to the administratrixes, at the offices of the undersigned, on or before the fourth day of January next, after which date the administratrixes will proceed to distribute the assets of the deceased among the persons entitled thereto.—Dated this 21st day of November, 1900.

TALLENT - BATEMAN and THWAITES, 40, Brazenose-street, Manchester, Solicitors to the Administratrixes.

GEORGE SHAW, Deceased

Pursuant to the Statute, 22nd and 23rd Vict., cap. 35.

**CREDITORS** and others having any claim against the estate of George Shaw, late of Stretford, in the county of Lancaster, Assistant Overseer, deceased (who died on the 18th day of October last, and whose will was proved in the Manchester District Probate Registry on the 12th day of November instant, by Arthur Goodburn Hardy, Mary Elizabeth Hardy, Charles Jumeax, and Harriet Hilda Jumeax, the executors thereof), are to send particulars of such claim to the executors, at the offices of the undersigned, on or before the 6th day of January next, after which date the executors will proceed to distribute the testator's assets among the persons entitled thereto.—Dated this 19th day of November, 1900.

TALLENT - BATEMAN and THWAITE, 40, Brazenose-street, Manchester, Solicitors to the Executors.

JOSEPH ELLAMS, Deceased.

Pursuant to the Statute, 22nd and 23rd Vict., cap. 35.

**NOTICE** is hereby given, that all persons having any claims against the estate of Joseph Ellams, late of Helsby, in the county of Chester, who died on the 18th day of April, 1895, and whose will was proved on the 7th day of November, 1895, by Ellen Ellams and Thomas Ellams, the executors therein named, are required to send particulars thereof, to the undersigned, on or before the 20th day of December next, after which date the executors will proceed to distribute the assets having regard only to the claims of which they shall then have had notice.—Dated the 20th day of November, 1900.

LINAKER and LINAKER, 58, High-street, Runcorn, Solicitors for the said Executors.

WILLIAM FROST, Deceased.

Pursuant to the Statute, 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of William Frost, late of Charles-street, in the hamlet of Heigham, in the county of the city of Norwich, Yeoman, deceased (who died on the 30th day of April, 1900, and whose will was proved in the Norwich District Registry of the Probate Division of Her Majesty's High Court of Justice on the 26th day of July, 1900, by George Caythorpe Kerry, of Elm Hill, in the city of Norwich, Accountant, and Edward Edwards, of Brunswick-road, Norwich, Tailor, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Ernest Alfred Kent, on or before the 1st day of January, 1901, 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 the 17th day of November, 1900.

ERNEST A. KENT, St. Andrew's-plain, Norwich, Solicitor for the Executors.

**WILLIAM GREEN, Deceased.**

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of William Green, late of Heath House, Knutsford, in the county of Chester, Esquire, deceased (who died on the 27th day of September, 1900, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 13th day of November, 1900, by James Watkins, of Bolton, in the county of Lancashire, Solicitor, and Frank Merriman, of Knutsford aforesaid, and of 24, Booth-street, Manchester, in the said county of Lancashire, Insurance Agent, 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 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 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 20th day of November, 1900.

WATKINS and SON, 20, Wood-street, Bolton,  
Solicitors for the Executors.

**JOHANN HEINRICH CHRISTIAN BUCHMANN**  
(otherwise Fritz Buchmann), Deceased.

Pursuant to the Statute, 22 and 23 Vic., cap. 35.

**NOTICE** is hereby given, that all persons having any claims against the estate of Johann Heinrich Christian Buchmann (otherwise Fritz Buchmann), late of Saderode, Harz Mountains, and 5, Inselstrasse, Leipsic, and formerly of Sutherland-gardens, Maida Vale, London, who died on the 16th July, 1900, and to whose estate letters of administration (with will annexed) were on the 3rd day of November, 1900, granted by the Principal Probate Registry, to Theodore McKenna, of 17 and 18, Basinghall-street, E.C., the duly appointed attorney of Johanne Friederike Caroline Buchmann, the widow and universal legatee of the deceased, are hereby required to send in particulars of their claims to us, the undersigned, on or before the 4th day of January next, after which date the said Theodore McKenna 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 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 the 19th November, 1900.

McKENNA and CO., 17 and 18, Basinghall-street,  
London, Solicitors for the said Administrator.

**Re CHRISTOPHER WARD, Deceased.**

Pursuant to the Act of Parliament, 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 Christopher Ward, late of 3, Finny-yard, off Church-street, Hunslet, in the city of Leeds, Carting Agent, deceased (who died on the 19th day of October, 1900, and whose will was proved in the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice on the 13th day of November, 1900, by Arthur Sheard, of 95, Elland-road, in Holbeck, in the said city of Leeds, Contractor, the sole executor therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Solicitor for the said executor, on or before the 28th day of December, 1900, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims 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 19th day of November, 1900.

A. E. STOTT, 15, East-parade, Leeds, Solicitor for  
the said Executor.

**THOMAS CROKER, Deceased.**

22 and 23 Vic. cap. 35, sect. 29.

**NOTICE** is hereby given, that all creditors and all other persons whomsoever having any claims or demands to upon or against the estate of Thomas Croker, late of No. 1, Sea View-terrace, Black Rottingdean, in the county of Sussex, Accountant, who died on the nineteenth day of June, one thousand nine hundred and ninety-nine, and letters of administration to whose

estate and effects were granted to Rosabelle Croker the lawful Widow and relict of the said intestate, by the Lewes District Registry of the Probate Division of Her Majesty's High Court of Justice, on the eleventh day of July, one thousand eight hundred and ninety-nine, are hereby required to send, in writing, particulars of their claims, or demands to the undersigned, William Hunter Cockburn, the Solicitor of the said Rosabelle Croker, at his offices, No. 1, Duke-street, Brighton, Sussex, on or before the twentieth day of December, one thousand nine hundred, and that after the said last day mentioned the said Rosabelle Croker will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which she has then had notice; and that she will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand she has not had notice at the time of such distribution.—Dated the nineteenth day of November, one thousand nine hundred.

W. H. COCKBURN, Solicitor for the said Rosabelle Croker.

**Re the Honourable LONSDALE RICHARD DOUGLAS GRAY, Deceased.**

**NOTICE** is hereby given pursuant to the Statute 22 and 23 Vic. cap. 35, entitled "The Law of Property Amendment Act 1859" that all persons having any debt claim or demand against the estate of the Hon. Lonsdale Douglas Gray otherwise Lonsdale Richard Douglas Gray (formerly Smith) late a captain in the 6th Dragoon Guards (the Carabineers) lately stationed in South Africa (who died on the 10th day of June 1900 at Johannesburg in South Africa and whose will was proved on the 2nd day of November 1900 in the Principal Probate Registry of the High Court of Justice by Evelyn Anthony Woodd and Robert Todd two of the executors therein named) are required to send in particulars of such debt claim or demand to the undersigned the Solicitor for the executors on or before Tuesday the 1st day of January 1901 after which date the executors will distribute the assets of the deceased having regard only to the debts claims and demands of which they shall have had notice.—Dated this 15th day of November, 1900.

ROBT. TODD, 1, York-buildings, Adelphi  
London, W.C., Solicitor for the Executors.

**CHARLES WILLIAM GIDDONS, 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 William Giddons, late of Holly House, Brodie-road, Enfield, in the county of Middlesex, Warehouseman deceased (who died on the 7th day of February, 1900, and letters of administration to whose estate were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1900, to Susan Mary Ann Giddons, of 5, Cedar-road, Brigadier Hill, Enfield aforesaid), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said administratrix, on or before the 21st day of December next, 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 or demands she shall not then have had notice.—Dated this 21st day of November, 1900.

WILD and WILD, 31, Lawrence-lane, Cheapside,  
London, E.C., Solicitors for the said Adminis-  
tratrix.

**HARRY MOORE, Deceased.**

**NOTICE** is hereby given, pursuant to Statute, 22 and 23 Vic., cap. 35, that all persons having any claims against the estate of Harry Moore, late of No. 57, Station-road, Romsey, Hampshire, Gravel Contractor, who died on the 11 June, 1900, and whose will was proved in the Winchester District Registry by the executors therein named on the 17 November, 1900, are required to send particulars, in writing, of such claims to the undersigned, before the 22 December, 1900; after which date the executors will distribute the assets among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 21st day of November, 1900.

TYLER and MORTIMER, Romsey, Hampshire,  
Solicitors to the Executors.



**RICHARD TENNENT SHIELDS, Deceased.**  
Pursuant to Act of Parliament of the 22nd and 23rd Vic. cap. 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given that all creditors and other persons having any debts claims or demands against the estate of Richard Tennent Shields late of the Edinburgh Hotel Warrior-square St. Leonards-on-Sea in the county of Sussex (who died on the 18th day of October 1900 and whose will was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 13th day of November 1900 by Georgiana Jane Brandon Widow and Catherine Jane Brandon Spinster the executrixes named in the said will) are hereby required to send in the particulars of their debts claims and demands to the said executrixes at the office of their Solicitors Messrs. McDiarmid and Hill of No. 5 Newman's-court Cornhill in the city of London on or before the 1st day of March 1901 after the expiration of which time the said executrixes 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 executrixes shall then have had notice and that the said executrixes will not be liable for the assets or any part thereof so distributed to any person of whose debt claim or demand they shall not have had such notice as aforesaid.—Dated this 21st day of November 1900.

**McDIARMID and HILL** Solicitors to the said Executrixes.

**Re HERBERT FOSTER WENTWORTH STANLEY, Deceased.**

Pursuant to the Statute, 22 and 23 Vict. cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Herbert Foster Wentworth Stanley, a Captain in the 9th Queen's Royal Lancers formerly stationed at the Cavalry Depot at Canterbury in the county of Kent, who died on the 28th day of April 1900, and whose will was proved on the 27th day of July 1900, by Guy Wentworth Stanley and Maurice William Wentworth Stanley, the executors therein named, are hereby required to send in the particulars of their debts, claims and demands to the undersigned, on or before the 1st day of January, 1901, after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased or any part thereof, so distributed to any person or persons of whose debts, claims and demands they shall not then have had notice.—Dated this 20th day of November, 1900.

**GUY W. STANLEY, Cambridge, Solicitor for the Executors.**

**ELIZABETH BETTS, Deceased.**

Pursuant to Statute 22 and 23 Vict. c. 35.

**NOTICE** is hereby given that all creditors and persons having any claims or demands upon or against the estate of Elizabeth Betts, late of Fritton, in Norfolk, Widow (who died on the 29th March, 1900, and whose will was proved by John Farrow Betts and Edward Cadge, the executors therein named, on the 29th June, 1900, in the Principal Registry) are hereby required to send in the particulars of their claims and demands to the undersigned the Solicitors for the said executors, on or before the 24th December next, after which date the said executors will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 19th November, 1900.

**COPEMAN and RADGE, Loddon, Norfolk, Solicitors.**

**THOMAS JAMES SHACKLE, Deceased.**

Pursuant to the Statute 22 and 23 Victoria chapter 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given that all creditors and other persons having any debts claims or demands against the estate of Thomas James Shackle late of Bedford House 77 Bedford-road Clapham in the county of Surrey (formerly of 36 Salusbury-road West Kilburn in the county of Middlesex) and of Bower Farm Eynsford in the county of Kent Ornamental Confectioner and Farmer (who died on the 18th day of June 1900 and whose will was proved by William Fosbery Wheeler and Thomas Moore the executors therein named in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 20th day of September

1900) are hereby required to send particulars in writing of their debts claims and demands to me the undersigned as Solicitor to the said executors on or before the 17th day of December 1900 and notice is hereby also given that at the expiration of that time the said executors will forthwith 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 they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person or persons of whose debt claim or demand they shall not then have had notice.—Dated this 19th day of November 1900.

**RICHARD HARVEY 11 Queen Victoria-street E.C. Solicitor to the said Executors.**

**EDWARD MOOR WRIGHT, Deceased.**

Pursuant to the Statute 22 and 23 Vict. c. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Edward Moor Wright, late of Alcester, in the county of Warwick, Printer, who died on the 25th day of April, 1887, and whose will was proved by Frances Helen Wright (since deceased), and Joseph Watson, the executrix and executor therein named, in the Birmingham District Registry of the Probate Division of Her Majesty's High Court of Justice on the 9th day of August, 1887, are hereby required to send particulars, in writing, to me, the undersigned, as Solicitor to the said Joseph Watson, the surviving executor, on or before the 12th day of December, 1900, after which day the said surviving 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 claims or demands he shall not then have had notice.—Dated this 20th day of November, 1900.

**WALTER H. SCOTT, Alcester, Solicitor to the said Executor.**

**LILLA HAYNES, Deceased.**

Pursuant to the Statute, 22 and 23 Vict., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Lilla Haynes, late of Inkbenow, in the county of Worcester, Widow, who died on the 23rd day of February, 1900, and whose will was proved by Kate Parker, of Hampton Villa, St. Mark's, Cheltenham, Spinster, and Thomas Nelmes, of Droitwich, Baptist Minister, the executrix and executor therein named, in the Worcester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 28th day of April, 1900, are hereby required to send particulars, in writing, of their claims or demands to me, the undersigned on or before the 12th day of December, 1900, after which day the said executrix and executor will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November, 1900.

**WALTER H. SCOTT, Alcester, Solicitor to the said Executrix and Executor.**

**Re SAMUEL WRIGHT WILKINSON, Deceased.**

**NOTICE** is hereby given pursuant to the Act of Parliament 22 and 23 Vict. c. 35 that all persons having any claims or demands upon or against the estate of Samuel Wright Wilkinson late of Apsley Cottage Stockport in the county of Chester Esquire a Justice of the Peace for the county of Chester and of Heaton-lane Mills Heaton Norris in the county of Lancaster Cotton Spinner deceased (who died on the 14th day of October 1900 and whose will with one codicil thereto was proved by Alfred Ernest Ferns Cyril Tyler and James Baron the executors named in the said will on the 14th day of November 1900 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 or claims to the said executors at the offices of the undersigned their Solicitors on or before the 31st day of December 1900 and notice is hereby also given that after that day the said executors will proceed to distribute the assets of the said Samuel Wright Wilkinson deceased amongst the parties entitled thereto having regard only to the claims of which they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November 1900.

**A. E. FERNS and CO., 51 St Petersgate, Stockport, Solicitors for the said Executors.**



**HENRY DIXON, Deceased.**

Pursuant to the Statute, 22 and 23 Victoria, chapter 35. **NOTICE** is hereby given, that all persons having claims against the estate of Henry Dixon, late of No. 325, Mansfield-road, Carrington, in the city of Nottingham, Gentleman, deceased (who died on the 30th day of June, 1900), and whose will with one codicil thereto, was proved in the Nottingham District Registry of the Probate Division of the High Court of Justice on the 7th day of September, 1900, by James Philpott and Joseph Page, the executors, are required to send full particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said executors, on or before the 31st day of December, 1900, after which date the said executors will proceed to distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated the 20th day of November, 1900.

**FREDERIC WM. FOX**, South Parade-chambers, Nottingham, Solicitor for the said Executors.

**Re GEORGE HENRY ELLERY, Deceased.**

Pursuant to the Act of Parliament 22 and 23 Victoria, ch. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any debts, claims or demands upon or against the estate of George Henry Ellery, late of 98 Wilton-street, Stoke Devonport, in the county of Devon, Engineer, deceased (who died on the 6th day of November, 1900, and whose will was proved in the District Registry at Exeter of the Probate Division of Her Majesty's High Court of Justice on the 17th day of November, 1900, by John Joshua Stephen Toope, of 6, Torrington-place, Plymouth, in the county of Devon, Brass Manufacturer, the sole executor therein named), are hereby required to send, in writing, the particulars of their debts, claims, or demands to me, the undersigned, the Solicitor for the said executor, on or before the 1st day of February, 1901; and notice is hereby also given, that at the expiration of the last mentioned day the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the debts 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 debts, claims, or demands he shall not then have had notice at the time of distribution.—Dated this 20th day of November, 1900.

**JOHN F. HAWKEN**, 11, Frankfort-street, Plymouth, Solicitor for the Executor.

**ALFRED MILLINGTON KNOWLES, Deceased.**

Pursuant to the Statute, 22 and 23 Vic., c. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claim or demand against the estate of Alfred Millington Knowles, Esquire, late of Colston Bassett Hall, in the county of Nottingham, deceased, who died on the 9th day of August, 1900, and whose will was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 6th day of October, 1900, by Robert Winder, of Bolton, in the county of Lancaster, Solicitor (one of the executors thereof), are requested to send in particulars of their claims or demands to the said Robert Winder, or to us, the undersigned, his Solicitors, on or before the 31st day of December, 1900, after which date 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 he shall then have had notice; and the said executor will not be liable for the assets so distributed, or any part thereof, to any person of whose claim or demand he shall not then have had notice.—Dated the 23rd day of November, 1900.

**WINDERS**, 25, Acresfield, Bolton, Solicitors.

**Re ALFRED BURTON, 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 Alfred Burton, late of 60, Portland-road, in the city of Nottingham, Warehouseman, deceased (who died on the 22nd day of October, 1900, and whose will was proved in the Nottingham District Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1900, by Matthew Henry Collinson, of 90, Goldsmith-street, in the said city of Nottingham, Cashier, and Alfred Herbert Edgar, of Burton-road, Carlton, in the county of Nottingham, Lace Salesman, 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 31st day of December,

1900; 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, 1900.

**TURNER BARROWS** and **MOSS**, Eldon-chambers, Wheeler-gate, Nottingham, Solicitors for the said Executors.

**Re FREDERICK ATTERBURY, Deceased.**

Pursuant to the Statute, 22nd and 23rd Victoria, c. 35. **NOTICE** is hereby given, that all creditors and other persons having any claims against the estate of Frederick Atterbury, late of Welford, in the county of Northampton, Grazier (who died on the 15th July, 1899, and whose will with two codicils were proved in the Northampton District Registry of the Probate Division of Her Majesty's High Court of Justice on the 26th August, 1899, by John Fisher, John Herbert Atterbury, and Thomas Robert Norman Crofts, the executors therein named), are hereby required to send particulars, in writing, of their claims to me, the undersigned, Solicitor for the said executors, on or before the 31 day of December 1900, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, and the said executors will not be liable to any person of whose claim they shall not then have had notice.—Dated this 20th day of November, 1900.

**GEO. O. NICHOLSON**, Market Harborough, Solicitor for the said Executors.

**Re LAURENCE WARBURTON PIKE, 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 Laurence Warburton Pike late of Furzebrook Wareham in the county of Dorset deceased (who died on the 30th day of August 1900 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November 1900 by Leonard Gaskell Pike of 12 King's Bench-walk Temple in the city of London Esquire Edward Toronto Sturdy of 25 Holland Villas-road Kensington in the county of Middlesex Esquire and Charles James Lacey of Bournemouth in the county of Hants Gentleman, 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 23rd day of January 1901 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 1900.

**LACEY and SON** 17 Avenue-road Bournemouth Solicitors for the Executors.

**Re MARY JANE TATE Deceased.**

Pursuant to the Act 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 Mary Jane Tate late of South End near the city of Durham Spinster deceased (who died on the 10th day of June 1900 and whose will with one codicil thereto was proved in the District Registry at Durham attached to the Probate Division of the High Court of Justice on the 7th day of August 1900 by John Tate of Oaklands Alnwick in the county of Northumberland Esquire and Alan Hutchinson of 38 North Bailey in the city of Durham Esquire the executors therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned on or before the 20th day of December 1900 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 20th day of November 1900.

**HARGREAVES and JOBLIN** 14, Market-place, Durham, Solicitors for the said Executors.

Re JOHN VALENTINE LAWBRANCE, 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."

**N**OTICE is hereby given that all creditors and other persons having claims or demands against the estate of John Valentine Lawrance late of Albion Lodge in the parish of Newmarket St. Mary in the county of Suffolk Gentleman who died on the 9th day of September 1900 at Albion Lodge aforesaid and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 17th day of November 1900 by Charles Henry Rogers of Holy Trinity Vicarage Birkbeck-road Leytonstone Clerk in Holy Orders and Samuel Lawrance Rogers of Castle side in the town and county of Bedford Schoolmaster the executors therein named are hereby required to send particulars in writing of their claims or demands to us the undersigned Solicitors for the said executors on or before the 7th day of January 1901 after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November 1900.

BUTTON and AYLMER Newmarket Solicitors for the said Executors.

Re HENRY BEHRENS, Deceased.

Pursuant to the Statute, 22nd and 23 Vic. cap. 35.

**N**OTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Henry Behrens late of Holinfield Darley-avenue West Didsbury Manchester Merchant deceased (who died on the 24th day of October 1900 and whose will was proved by Adele Behrens and William Henry Behrens two of the executors therein named on the 8th day of November 1900 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 or claims to us the undersigned on or before the 15th day of December 1900 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 1900.

JENKINS BAKER BEHRENS and WRETFORD BROWN 134 Fenchurch-street London E.C. Solicitors for the said Executors.

Miss MARIA JACKSON, 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."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Miss Maria Jackson, late of Albert-street, Lye, in the county of Worcester, Spinster, deceased (who died on the 24th day of August, 1900, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1900, by Hugh Benjamin Hannay and William Brookbanks, the executors therein named), are hereby required to send in particulars, in writing, of their claims or demands to us, the undersigned, Solicitors to the said executors, on or before the 15th day of December, 1900, 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 and demands of which they shall then have had notice; and the said executors will not be liable or accountable 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 21st day of November, 1900.

W. L. SMITH, BAGOLL and CO., Solicitors to the Executors.

SARAH NEWTON, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria cap. 35.

**N**OTICE is hereby given that all persons having any claims or demands against the estate of Sarah Newton late of New-road Cottage, Butley, Prestbury, in the county of Chester, Spinster, deceased (who died on the 25th of October 1900, and probate of whose will was on the 15th of November 1900, granted to the Reverend Reginald Edmund Broughton of the Vicarage Prestbury aforesaid and James Thomas Dorrington of Bonishall, Prestbury aforesaid Shipping Merchant, the executors therein named), are hereby required to send in the par-

ticulars of their claims or demands to us the undersigned Solicitors for the said executors, on or before the 19th day of December 1900 after which 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 and demands of which they shall then have had notice.—Dated the 19th day of November, 1900.

BARROW and SMITH 19 Brazenose-street Manchester Solicitors for the said Executors.

Re WILLIAM PRESTON Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all persons having any claims against the estate of William Preston late of 65 Arthur-street Huddersfield in the county of York retired Printer deceased (who died on the 14th day of September 1900 and whose will was proved in the Wakefield District Probate Registry on the 19th day of November 1900 by Edgar Preston Joe Preston and Walter Taylor the executors therein named) are hereby required to send particulars of their claims to me the undersigned on or before the 31st day of December 1900 after which date the executors will distribute the assets of the deceased amongst the persons entitled thereto having regard only to the claims of which they shall then have had notice.—Dated this 23rd day of November 1900.

ED. FOSTER BROOK 19 John William-street Huddersfield Solicitor for the said Executors.

WILLIAM WILKINSON, Deceased.

Pursuant to the Statute, 22 and 23 Vic., cap. 35.

**N**OTICE is hereby given, that all persons having any claims against the estate of William Wilkinson of Barnsley, in the county of York, Plumber, deceased (who died on the 6th day of August, 1897, intestate), are required to send particulars of their claims to us the undersigned, Solicitors for Emma Wall, the administratrix of the estate of the said deceased, on or before the 31st December next, after which date the said administratrix will proceed to distribute the assets of the said William Wilkinson deceased amongst the persons entitled thereto, having regard only to the claims of which she shall then have had notice; and she will not be liable for the assets or any part thereof, so distributed to any persons of whose debt or claim she shall not then have had notice.—Dated this 19th day of November, 1900.

RALEY and SONS, Regent-street, Barnsley, Solicitors for the said Administratrix.

Re SARAH FISH, Deceased.

Pursuant to 22nd and 23rd Vic., cap. 35.

**A**LL creditors and other persons having any claims against the estate of Sarah Fish, late of 26, Church-street, Temple, Bristol Widow, deceased (who died on the 4th October, 1900, whose will was proved in the Bristol District Probate Registry on the 1st November, 1900, by William Escott and Gillman Churton Pauli the executors therein named), are required to send written particulars of their claims to us, the undersigned, on or before the 5th January, 1901, after which date the said executors will distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 21st day of November, 1900.

BARRY and HARRIS, 50, Broad-street, Bristol, Solicitors for the said Executors.

Re CHARLES HENRY SMITH, Deceased.

Pursuant to the Statute 22 and 23 Vic. cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Charles Henry Smith late of the Royal Oak Hotel Aberford in the county of York Innkeeper, deceased (who died on the 15th day of October 1900 and whose will was proved in the Wakefield District Registry of Her Majesty's High Court of Justice on the second day of November 1900 by Fanny Taylor the executrix therein named) are hereby required to send the particulars in writing of their claims and demands to me the undersigned on or before the fourth day of December 1900 after which date the executrix will proceed to distribute the assets of the deceased amongst the persons entitled thereto having regard only to the claims 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 20th day of November, 1900.

JNO. CHS. RHODES, Sherburn-in-Elmet, Solicitor for the said Executrix.

**ELIZABETH GUEST, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all persons having any claims or demands upon or against the estate of Elizabeth Guest late of 4 Rendezvous-street, Folkestone, Kent, Confectioner, Spinster, deceased (who died on the 6th day of October last, intestate, and of whose personal estate and effects letters of administration have been granted to Ellen Stokes a sister and one of the next-of-kin of the said intestate by the Principal Registry of the Probate Division of the High Court of Justice on the 2nd day of October last) are to send particulars of such claims, in writing, to me the undersigned, on or before the 1st day of January, 1901, 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 of which notice shall have been received.—Dated the 21st day of November, 1900.

J. MINTER, 6, West Cliff-gardens, Folkestone,  
Solicitor for the said Administratrix.

**Re the Revd. Canon WILLIAM EVANS, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of the Reverend William Evans late of Nantlesg House in the parish of Gelligaer in the county of Glamorgan, Clerk, Vicar of Rhymney in the county of Monmouth, deceased (who died on the 9th day of August 1900 and whose will was proved in the Llandaff District Registry of the Probate Division of Her Majesty's High Court of Justice on the 17th day of October 1900 by David Francis Pritchard of Crumlin Hall, Crumlin, in the county of Monmouth, Brewer, and the Reverend Thomas Evan Griffiths of 60 High-street, Rhymney, aforesaid, Clerk Curate of Rhymney aforesaid, the executors therein named) are hereby required to send the particulars, in writing, of their claims and demands to me the undersigned Solicitor for the executors on or before the 2nd day of December 1900 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 or 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 1900.

W. H. TRUMP 83 High-street, Rhymney, Mon.  
Solicitor for the said Executors.

**Re JOHN ATKINSON, Deceased.**

Pursuant to 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 Atkinson, late of 33, Beaconsfield-street, in the city of Liverpool, retired Warehouseman deceased (who died on the 13th day of October, 1900, intestate and of whose estate letters of administration were granted to his widow, Mary Atkinson, by Her Majesty's High Court of Justice at the District Probate Registry at Liverpool), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, on or before the 4th day of December, 1900, after which date the said administratrix will proceed to distribute the estate having regard only to the claims and demands of which she shall then have had notice.—Dated this 20th day of November, 1900.

J. W. THOMPSON and McMASTER, 19, Castle street, Liverpool, Solicitors for the Administratrix.

**MITCHELL McINTYRE SOLEATER, Deceased.**

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intitled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and all other persons having any claims or demands upon or against the estate of Mitchell McIntyre Soleater, late of Glendorsil House, Henley-in-Arden, in the county of Warwick, formerly of Belvedere House, Pinner-road, Bushey, in the county of Hertford, Registrar of the Assam Bengal Railway Company, deceased (who died on or about the 3rd April, 1900, and letters of administration of whose estate were granted to John Donald Soleater by Her Majesty's High Court of Justice at the Principal Registry thereof on the 29 October, 1900) are hereby required to send in the particulars of their claims and demands to the undersigned, the Solicitor for the said John Donald Soleater on or before the 31st day of January, 1901, and notice is hereby also given that after that day the said John Donald Soleater will proceed to

distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said John Donald Soleater shall then have had notice; and that he will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 19th day of November, 1900.

WM. THOS. BOYDELL, 1, South-square, Gray's Inn, London, W.C., Solicitor for the Administrator.

**LETITIA TAYLOR, Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

**NOTICE** is hereby given that all creditors and other persons having any claims or demands against the estate of Letitia Taylor, late of 80 Caversham-road, Camden-road in the county of London, Spinster, deceased (who died on the 11th day of March 1900 and whose will with three codicils thereto was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 18th day of May 1900 by Edmund Shirley Parker and Henry Kipping 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 31st day of December 1900 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 19th day of November, 1900.

PARKER and RICHARDSON, Finsbury House, Blomfield-street, London, E.C., Solicitors for the said Executors.

**Re GEORGE MUNRO, Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of George Munro, late of 26, Union-street, Rochester, in the county of Kent, who died on the 8th day of September, 1900, and by his will appointed Sydney Munro, William Darby, and Ada Marian Darby, his Wife, executors, are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, on or before the 21st day of December, 1900, 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, 1900.

WOOD and McLELLAN, Chatham, Solicitors for the said Executors.

**Re CHARLES JAMES HARDING ROGERS Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Victoria cap. 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Charles James Harding Rogers formerly of Gosport afterwards of Ryde afterwards of No. 46 St. Augustine-road East Southsea and other addresses at Southsea in the county of Hants and late of No. 3 Surrey-street Ryde in the Isle of Wight Civil Engineer deceased (who died on the 1st day of November 1899 and whose will and a codicil thereto were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 7th day of September 1900 by Robey Frank Eldridge of Daylesford near Newport in the said Isle Solicitor and James Eldridge of Rosebury near Newport aforesaid Solicitor the executors named in the said will) are hereby required to send the particulars in writing of their claims or demands to us the undersigned James Eldridge and Sons of Newport aforesaid on or before the 10th day of January 1901 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 1900.

JAMES ELDRIDGE and SONS, Newport, Isle of Wight, Solicitors to the said Executors.

**JOHN THOMAS STUTTARD, 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."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of John Thomas Stuttard late of No. 56 Adelaide-road Brockley in the county of Kent Gentleman deceased (who died on the 26th day of October 1900 and whose will was proved by William Benjamin Stuttard of No. 138 Northumberland-park Tottenham in the county of Middlesex Warehouseman and Edwin Ebenezer Stuttard of No. 10, Brentwood, Eccles Old-road, Pendleton Manchester, Congregational Minister, the executors therein named on the 10th day of November 1900 in the Principal Registry of the Probate Division of the High Court of Justice) are hereby required to send the particulars in writing of their claims and demands to the said William Benjamin Stuttard and Edwin Ebenezer Stuttard or to the undersigned their Solicitors or before the 3rd day of January 1901 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 of the said deceased 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 20th day of November, 1900.

**PHELPS SIDGWICK and BIDDLE, 22, Aldermanbury, London, E.C., Solicitors for the Executors.**

**THOMAS BENJAMIN HALL Deceased.**

Pursuant to the Statute, 22 and 23 Vic., cap. 35.

**N**OTICE is hereby given, that all creditors and others having claims against the estate of Thomas Benjamin Hall late of Dulcinea House Brampton-road Bexley Heath in the county of Kent Gentleman deceased who died on the 17th day of October, 1900, and whose will was proved by Mrs. Ellen Hall of Dulcinea House aforesaid Widow Thomas William Hall of Dulcinea House aforesaid Accountant and Thomas Godfrey Baynes of Bexley Heath aforesaid Solicitor the executors therein named on the 13th day of November 1900 in the Principal Probate Registry are hereby required to send written particulars of their claims to me the undersigned on or before the 24th day of December next after which date the said executors will distribute the deceased's assets having regard only to the claims of which they shall then have had notice.—Dated this 20th day of November, 1900.

**THOS. G. BAINES 3 Spital-street Dartford and 55 Broadway Bexley Heath Solicitor for the said Executors.**

**HARRY THOMSON, 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."

**N**OTICE is hereby given, that all persons having any debts claims or demands against the estate of Harry Thomson late of 5 the Grove, Boltons in the county of London, Gentleman deceased (who died on the 9th day of October 1900 and whose will was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 7th day of November 1900 by Edith Mary Thomson Widow the executrix therein named are required on or before the 31st day of December 1900 to send to us, the undersigned Solicitors, for the said executrix, particulars of their debts, claims, or demands and that at the expiration of such time the said executrix will distribute the whole of the assets of the said testator among the parties entitled thereto, having regard only to the debts claims or demands of which she shall then have had notice.—Dated this 19th day of November 1900.

**BATESONS WARR and WIMSHURST, 14 Castle-street, Liverpool, Solicitors for the said Executrix.**

**SARAH SOPHIA ECKERSLEY, 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."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Sarah Sophia Eckersley late of Maryport in the county of Cumberland Widow deceased (who died on the 16th day of August 1900 and whose will was proved in the Carlisle District Registry of the Probate Division of the High Court of Justice on the sixth day of November 1900, by John Robinson Hobson of Maryport aforesaid Solicitor the sole executor named in the said will) are hereby required to send particulars, in writing, of such claims or demands to us the undersigned

the Solicitors for the said executor on or before the 31st day of December next after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims 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 and demands he shall not then have had notice.—Dated this 20th day of November, 1900.

**TYSON and HOBSON Maryport, Solicitors for the said Executor.**

**CECELIA ANN GOOD, Deceased.**

Pursuant to the Statute, 22 and 23 Vict., c. 35.

**N**OTICE is hereby given, that all persons having any claims against the estate of this deceased, late of 115, Haydons-road, South Wimbledon, Surrey, Widow, deceased (who died on the 29 May 1900, and letters of administration, with the will annexed, were granted by the Principal Probate Registry on the 29th June, 1900, to Charles William Good and Harry Good, two of the sons of the deceased and two of the universal legatees and devisees named in the said will), are hereby required to send particulars of such claims to me, the undersigned, on or before the 15th December, 1900, after which date the said administrators will distribute the estate of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated 21 November, 1900.

**A. T. LAWREN, 40, Bedford-row, London, W.C., Solicitor for the said Administrator.**

**SARAH JESSIE SIMPSON, Deceased.**

Pursuant to the Statute, 22nd and 23rd Victoria, cap. 35.

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims or demands against the estate of Sarah Jessie Simpson, late of Wrexham House, Newmarket St. Mary, in the county of West Suffolk, Greengrocer and Confectioner, deceased, a member of the firm lately trading under the name of Joseph and S. J. Simpson, at Wrexham House, Newmarket St. Mary aforesaid (who died on the 28th day of December, 1899, at Newmarket aforesaid, and whose will is proved in the Probate District Registry, at Bury Saint Edmunds on the 21st day of April, 1900, by Walter Henry Simpson, of Beoys House, Newmarket St. Mary aforesaid, Printer, one of the executors named in the said will), are requested to send particulars, in writing, of such debts, claims, or demands to me, the undersigned, Solicitor for the said executor of the said Sarah Jessie Simpson, deceased, on or before the 22nd day of December next, after which date the executor will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice.—Dated this 22nd day of November, 1900.

**S. J. ENNION, Newmarket, Solicitor for the Executor.**

**ROBERT TAWSE, Deceased.**

22 and 23 Victoria chapter 35.

**A**LL persons having any claims or demands against the estate of the above named Robert Tawse, late of Elveden, in the county of Suffolk, Estate Clerk of the Works, who died on the 20th day of September, 1899, and whose will was proved in the Bury St. Edmunds District Registry on the 8th day of January, 1900, by Robert Tilley, the sole executor therein named, are requested to send particulars of their claims to us the undersigned, on or before the 31st day of December, 1900, after which date the executor will proceed to distribute the assets of the said deceased, having regard only to the claims then received.—Dated this 20th day of November, 1900.

**HOUGHEN and HOUGHEN, Thetford, Norfolk, Solicitors for the Executor.**

In the High Court of Justice.—Chancery Division.

Mr. Justice Byrne.

1900. I. No. 1909.

Between the Investment and Trading Company Limited Plaintiffs and the United German Copper Mines Limited Stanislaus Reuschel and Elizabeth Reuschel Defendants.

To Stanislaus Reuschel and Elizabeth Reuschel both of Mizart House Parliament Hill, Hampstead.

**T**AKE notice that on the 19th day of October 1900 a writ of summons was issued in this action by the Investment and Trading Company Limited v. the United German Copper Mines Limited, Stanislaus Reuschel and Elizabeth Reuschel 1900 I. 1909 which claimed a declaration that 10000 shares of the defendant Company standing in the name of the defendant Stanislaus Reuschel and 8300 in the name of the defendant Elizabeth Reuschel were held by them in trust for

the plaintiffs and subject to an indenture made between the plaintiffs and the defendant Stanislaus Reuschel dated 19th June 1899 and an injunction to restrain the said defendants from dealing with the said shares and the defendant Company from registering any transfers of the said shares and costs. And take notice that by an Order dated the 15th day of November 1900 it was ordered that service of the said writ of summons by publication of this notice and of this Order once in the London Gazette, twice in the Times and twice in the Daily Telegraph newspapers should be deemed good service of the said writ of summons upon you. And take notice that in default of your causing an appearance to be entered for you at the Central Office, Royal Courts of Justice London within 8 days after the last of such advertisements the plaintiffs may proceed in the said action and Judgment may be given in your absence.—Dated 19th day of November 1900.

ASHURST MORRIS CRISP, and CO. 17, Throgmorton-avenue, London, E.C., Solicitors for the Plaintiffs.

#### COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Kent, holden at Folkestone, made in the matter of the estate of Timothy John Harrison, deceased, and in an action John Minter against Sarah Harrison, the creditors of Timothy John Harrison, late of 18, Bouverie-square, Folkestone, in the county of Kent, who died on the 19th day of October, 1900, are on or before the 10th day of December, 1900, to send by post, prepaid, to me, at my office, 4, Cheriton-place, Folkestone aforesaid, 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 me at my said office, on the 14th day of December, 1900, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 20th day of November, 1900.

WM. HY. HARRISON, Registrar.

#### Re JOHN WILLIAM WATERS.

NOTICE is hereby given, that on Saturday, the 1st day of December, 1900, Mr. Thomas Hamilton Keith, of Winchester House, Prince of Wales-road, in the city of Norwich, Auctioneer and Estate Agent, the Trustee under a Deed of Assignment dated the 17th day of July, 1899, whereby John William Waters, of Upton, in the county of Norfolk, Gentleman, assigned his property to the said Thomas Hamilton Keith for the benefit of his creditors, will pay an interim Dividend of 10s. in the pound.—Dated this 15th day of November, 1900.

PRESTON and SON, 15, Bank Plain, Norwich, Solicitors for and on behalf of the said Thomas Hamilton Keith.

In the Matter of a Deed of Assignment for the benefit of Creditors, dated the 10th day of September, 1900, executed by Alfred Cleworth, trading as "Isaac Cleworth and Son," of Bee Hive Works, Liptrott-street, Bolton, in the county of Lancashire.

THE creditors of the above named Alfred Cleworth who have not already sent in their claims are required, on or before the 10th day of December, 1900, to send in their names and addresses and particulars of their debts or claims to Mr. Harold Mather, of 10, Acresfield, Bolton, Chartered Accountant, the Trustee under the said deed, or in default thereof they will be excluded from the benefit of any Dividend or Dividends proposed to be declared.—Dated this 19th day of November, 1900.

THOS. D. LOMAX, 37, Mawdsley-street, Bolton, Solicitor for the said Harold Mather.

In the Matter of a Deed of Assignment executed on the 19th day of September 1900 by Richard Jarvis of 17 Carter-lane in the city of London trading as Richard Jarvis and Co., Warehouseman.

NOTICE is hereby given, that the Trustee under the above deed will on the 20th day of December next or as soon thereafter as conveniently may be pay a Dividend under such deed amongst those creditors of the said Richard Jarvis whose debts have been then admitted. All creditors who have not sent in particulars of their debts must before the said 20th day of December next send the same to Messrs. Josolyne Miles and Blow of 28 King-street Cheapside in this city, Chartered Accountants, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 22nd day of November 1900.

PHELPS SIDGWICK and BIDDLE 22 Aldermanbury London E.C. Solicitors for the Trustee.

In the Matter of a Deed of Assignment for the benefit of Creditors executed on the 30th day of April 1894 by Everard William Taylor then of No. 5, Bridge-street Westminster and 135 High-road Balham Surrey and residing at No. 28 Onseley-road Balham aforesaid Tailor.

THE creditors of the above named Everard William Taylor who have not already sent in their claims are required on or before the 7th day of December 1900 to send in their names and addresses and the particulars of their debts or claims against the said Everard William Taylor at the date of the deed to William Walter Read of 44 Gresham-street in the city of London Chartered Accountant the Trustee under the said deed or in default thereof they will be excluded from the benefit of the Final Dividend proposed to be declared.—Dated this 22nd day of November 1900.

CHARLES BUTCHER, 30 Wood-street Cheapside London Solicitor for the above named Trustee.

In the Matter of a Deed of Assignment executed on the 21st day of June, 1900, by Edward Herbert Faull, of the Old Hospital Works, Zion-street, Plymouth, Devon, Printer.

ALL creditors of the above named Edward Herbert Faull who have not already sent in their claims are requested on or before the 6th day of December, 1900 to send in their names and addresses with full particulars of their claims and demands in writing and the nature of their securities (if any) held by them to Mr. Frederick William Dawe of the Devon and Cornwall Bank-chambers, Bedford-street, Plymouth, Chartered Accountant, the Trustee under the said deed after which date the Trustee will proceed to distribute the said estate among the parties entitled thereto having regard only to the claims of which notice has been given as aforesaid.—Dated this 21st day of November, 1900.

In the Matter of a Deed of Assignment for the benefit of Creditors dated the 25th day of September 1899 executed by George Henry Hall of Burslem in the county of Stafford Carriage Builder Saddler and Blacksmith trading as "Hall Brothers."

NOTICE is hereby given that a Dividend is intended to be declared in the above matter and that all creditors and persons having any claim or demand against the estate of the above named George Henry Hall or against Thomas William Hayes and Henry William Figgins both of Hanley in the said county of Stafford Accountants the Trustees under the said deed must send particulars thereof to the said Trustees on or before the 30th day of November 1900, after which date the Trustees will proceed to distribute the assets having regard only to those claims of which they shall then have had notice.—Dated this 21st day of November, 1900.

H. W. WORTHINGTON, 18, Lichfield-street, Hanley, Solicitor for the Trustees.

**THE BANKRUPTCY ACTS, 1883 AND 1890.**  
**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.
3920	Browne, Ralph ... ..	148, Shaftesbury-avenue, Middlesex ... ..	Surgeon ... ..	High Court of Justice in Bankruptcy	Nov. 9, 1900	1274 of 1900	Nov. 20, 1900	663	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3921	Daniell, James ... ..	Walsingham House, Piccadilly, London ... ..	... ..	High Court of Justice in Bankruptcy	Sept. 27, 1900	1117 of 1900	Oct. 18, 1900	596	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3922	Fonseca, Simon ... ..	4, Metropole-parade, Camberwell, Surrey, lately residing and carrying on business at 53, Great Titchfield-street, Middlesex	Commercial Traveller, late Draper	High Court of Justice in Bankruptcy	Nov. 21, 1900	1326 of 1900	Nov. 21, 1900	665	Debtor's	
3923	Metz, Frances Sophia (trading as Madame Maertz)	205, Victoria-street, in the city of Westminster	Dressmaker, Widow ...	High Court of Justice in Bankruptcy	Nov. 17, 1900	1313 of 1900	Nov. 19, 1900	661	Debtor's	
3 4	Moore, Eliza ... ..	Residing and carrying on business at 49, Parkhurst-road, Holloway, in the county of London	Mantle Maker, Widow ...	High Court of Justice in Bankruptcy	Nov. 21, 1900	1331 of 1900	Nov. 21, 1900	667	Debtor's	
3925	Morris Brothers ... ..	Carrying on business at 69, Grosvenor-road, Canonbury, and lately carrying on business at 23, Great Eastern-street, Shoreditch, both in the county of London	Wholesale and Export Cabinet Makers	High Court of Justice in Bankruptcy	Sept. 8, 1900	1051 of 1900	Nov. 21, 1900	668	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3926	Pohl, John Baptist ... ..	9, Mepen-street, Waterloo-road, in the county of London, lately carrying on business at 61, Waterloo-road, in the county of London	Provision Merchant, out of business	High Court of Justice in Bankruptcy	Nov. 21, 1900	1333 of 1900	Nov. 21, 1900	66	Debtor's	
3927	Pothecary, Thomas Rixsen Matthew (trading as Pothecary and Co.)	Carrying on business at Tyers Gateway, Bermondsey, Surrey	Leather Merchant ...	High Court of Justice in Bankruptcy	Nov. 20, 1900	1320 of 1900	Nov. 20, 1900	662	Debtor's	
3928	Ball, William Edward ... ..	Wycombe End, Beaconsfield, in the county of Buckingham	Smith, Plumber, Painter, and Decorator	Aylesbury ...	Nov. 21, 1900	25 of 1900	Nov. 21, 1900	11	Debtor's	
3929	Owen, Thomas Gray ... ..	Church-street, Llangefni, Anglesey ... ..	Marble Works Manufacturer	Bangor ... ..	Nov. 20, 1900	44 of 1900	Nov. 20, 1900	43	Debtor's	
3930	Burrows, James (trading as J. Burrows and Co.)	Carrying on business at 15, Moor-street, Birmingham, in the county of Warwick	Tea and Coffee Merchant	Birmingham ...	Oct. 30, 1900	133 of 1900	Nov. 19, 1900	126	Creditor's ...	Sec. 1, Bankruptcy Act, 1890



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.
3931	Dunkley, Joseph Howard	65, Stratford-road, Sparkbrook, Birmingham, in the county of Warwick	Clothier and Hatter ...	Birmingham ...	Nov. 21, 1900	147 of 1900	Nov. 21, 1900	129	Debtor's	
3932	Holmes, John ... ..	362, Moseley-road, Birmingham, in the county of Warwick	Doctor of Medicine } ...	Birmingham ...	Nov. 20, 1900	146 of 1900	Nov. 20, 1900	128	Debtor's	
3933	Vaux, Richard ... ..	Residing at the Red Lion Hotel, Earlswood, in the county of Warwick, and carrying on business at Earlswood aforesaid, and at Smethwick, in the county of Stafford	Builder and Licensed Victualler	Birmingham ...	Nov. 19, 1900	145 of 1900	Nov. 19, 1900	127	Debtor's	
3934	Sharples, James ... ..	Lamack Slacks, Blackburn, in the county of Lancaster	Farmer ... ..	Blackburn ...	Nov. 19, 1900	27 of 1900	Nov. 19, 1900	26	Debtor's	
3935	Challinor, Thomas (trading as Thomas Challinor and Son)	St. George's-street, trading at Lemon-street, Tyldesley, Lancashire	Builder ... ..	Bolton ... ..	Nov. 20, 1900	43 of 1900	Nov. 20, 1900	42	Debtor's	
3936	Parker, John ... ..	37, Parliament-street, lately trading at 30, Princess-street, and formerly at 11, Haymarket-street, Bury, Lancashire	Stationer's Assistant, lately Printer and Stationer	Bolton ... ..	Nov. 20, 1900	44 of 1900	Nov. 20, 1900	43	Debtor's	
3937	Lawes, Sydney (trading as S. Lawes and Son)	North House, Burgess Hill, Sussex ... ..	Engineer and Machinery Dealer	Brighton ... ..	Nov. 3, 1900	118 of 1900	Nov. 19, 1900	57	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3938	Hill, Harry ... ..	Helions Bumpstead, Essex ... ..	Farrier ... ..	Cambridge ... ..	Nov. 19, 1900	20 of 1900	Nov. 19, 1900	18	Debtor's	
3939	Snod, Walter ... ..	1, Cherry Tree-avenue, Dover, Kent ... ..	Grocer ... ..	Canterbury ... ..	Nov. 20, 1900	59 of 1900	Nov. 20, 1900	52	Debtor's	
3940	Gwilliam, Elizabeth ...	The Supply Stores, 1, St. Mark's Emporium, Gloucester-road, Cheltenham	Grocer and Provision Dealer, the Wife of Edwin Gwilliam	Cheltenham ...	Nov. 19, 1900	14 of 1900	Nov. 19, 1900	14	Debtor's	
3941	Sheppard, William ...	Dovedale House, St. Luke's-road, Cheltenham	Confectioner ... ..	Cheltenham ...	Nov. 21, 1900	15 of 1900	Nov. 21, 1900	15	Debtor's	
3942	Buxton, John ... ..	130, Norman-street, formerly trading at Cotmanhay-road, and previously at Wesley-street, all in Ilkeston, Derbyshire	Hosiery Warehouseman, formerly Grocer and Beerseller	Derby and Long Eaton	Nov. 19, 1900	45 of 1900	Nov. 19, 1900	44	Debtor's	
3943	Wibberley, Robert ...	139, Leacroft-road, and formerly of 67, Reeves-road, both in the county borough of Derby	Fitter, late Grocer and Provision Dealer	Derby and Long Eaton	Nov. 19, 1900	46 of 1900	Nov. 19, 1900	43	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.
3944	Mitchard, Fred Southall	Bloomfield - terrace, *Tipton, Staffordshire, lately carrying on business at the Bloomfield Wharf, Tipton aforesaid	Labourer, lately Coal Merchant	Dudley ...	Nov. 17, 1900	22 of 1900	Nov. 17, 1900	21	Debtor's	
3945	Harvey, Matthew Henry	31, Westgate-street and 125, Oxford-road, both in Gloucester	Saddler and Harness Maker	Gloucester ...	Nov. 20, 1900	24 of 1900	Nov. 20, 1900	23	Debtor's	
3946	Dexter, Frederick William	Winterton, Lincolnshire ... ..	Potato Merchant...	Great Grimsby	Nov. 19, 1900	36 of 1900	Nov. 19, 1900	36	Debtor's	
3947	Garner, William J. ...	Lately Thoroughfare, Halesworth, Suffolk, but present residence unknown	Tailor and Woollen Draper	Great Yarmouth	Nov. 5, 1900	25 of 1900	Nov. 19, 1900	24	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
3948	Sargent, Robert Frederick	14, Middle-street, Hastings, Sussex ... ..	Gasfitter ... ..	Hastings ...	Nov. 19, 1900	36 of 1900	Nov. 19, 1900	28	Debtor's	
3949	Lewis, David ... ..	The Navigation Hotel, Clensmore, Kidderminster, Worcestershire	Licensed Victualler ...	Kidderminster...	Oct. 29, 1900	14 of 1900	Nov. 16, 1900	1	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
3950	Gagen, Daniel ... ..	Wiggenhall St. Germans, Norfolk, formerly of Ryston, Norfolk	Farmer ... ..	King's Lynn ...	Nov. 10, 1900	17 of 1900	Nov. 21, 1900	17	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3951	Wilding, William ...	16, Whitehall-place, Maidstone, lately residing and carrying on business at the Pound, East Peckham, both in Kent	Journeyman Butcher, lately Butcher	Maidstone ...	Nov. 19, 1900	12 of 1900	Nov. 19, 1900	1	Debtor's	
3952	Marshall, William Arthur (trading under the style of Marshall and Co.)	Now residing at 21, Shrewsbury-street, Old Trafford, near Manchester, formerly at 143, Shrewsbury-street aforesaid, previously at Stamford-street, Old Trafford aforesaid, and prior thereto at 96, Princess-road, Moss Side, near Manchester, and now carrying on business at 25, Princess-street, Manchester	Auctioneer and Valuer ...	Manchester ...	Nov. 19, 1900	77 of 1900	Nov. 19, 1900	65	Debtor's	
3953	Watkins, William ...	Lately residing at Gelly Cottages, Cymmer, Glamorganshire, and now residing at Scadan Poeth Huts, Abergwynfi, in the same county	Collier ... ..	Neath and Aberavon	Nov. 20, 1900	22 of 1900	Nov. 20, 1900	22	Debtor's	
3954	Bex, Arthur ... ..	31, Marefair, in the county borough of Northampton, carrying on business at 3, Freeschool-street, in the county borough of Northampton	Shopfitter... ..	Northampton ...	Nov. 14, 1900	40 of 1900	Nov. 14, 1900	36	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.
3955	Goulson, Joseph, and Goulson; Walter (trading as J. and W. Goulson) ...	44, Swinegate, Grantham, and Hougham, both in Lincolnshire	Greengrocers and Market Gardeners	Nottingham ...	Nov. 19, 1900	60 of 1900	Nov. 19, 1900	58	Debtor's	
3956	Karmel, Mordant ...	Residing at Goldswong-terrace, Woodborough-road, and lately trading at 88, Sneinton-road, both in Nottingham	Lately Tyre Dealer ...	Nottingham ...	.. ..	59 of 1900	Nov. 17, 1900	57	Receiving Order made under sec. 103 (5), Bankruptcy Act, 1883	Debtor's
3957	Sherrell, Manley... ..	22, St. John's-road, Plymouth, late of Coombe Farm, North Huish, both in the county of Devon	Carter ... ..	Plymouth and East Stonehouse	Nov. 20, 1900	49 of 1900	Nov. 20, 1900	47	Debtor's	
3958	Morgan, David ... ..	24, Harris-terrace, Penrhwi-ceiber, Glamorganshire	Blacksmith ... ..	Pontypridd ...	Nov. 19, 1900	44 of 1900	Nov. 19, 1900	48	Debtor's	
3959	Bulkeley, Warren ... ..	Chaddesley, Parkstone, in the county of Dorset	... ..	Poole ... ..	Oct. 27, 1900	24 of 1900	Nov. 19, 1900	23	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3960	Cook, Frederick Herbert (trading as Cook and Co.)	7, Ashley-road, Upper Parkstone, and High-street, Poole, in the county of Dorset	Wholesale and Retail Confectioner	Poole ... ..	... ..	27 of 1900	Nov. 19, 1900	25	Receiving Order made under sec. 103, Bankruptcy Act, 1883	
3961	Robinson, Henry Austin	Now of Institute-road, Swanage, in the county of Dorset	Butcher ... ..	Poole ... ..	... ..	26 of 1900	Nov. 19, 1900	28	Receiving Order made under sec. 103, Bankruptcy Act, 1883	
3962	Bailey, George ... ..	1, Harcourt-road, Buckland, Hants ... ..	Retired Baker ... ..	Portsmouth ...	Nov. 20, 1900	57 of 1900	Nov. 20, 1900	56	Debtor's	
3963	Williams, John ... ..	20, Russell-street, Eccles, Lancashire ...	Printer ... ..	Salford ... ..	Oct. 25, 1900	17 of 1900	Nov. 19, 1900	17	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3964	Worsley, Frederick Herbert (trading as F. W. Heywood and Co.)	Now residing at 88, Church-road, Urmston, Lancashire, lately residing in lodgings at Wynford House, Urmston, now carrying on business at 181, Chapel-street, and Spaw-street, both in Salford, Lancashire	Cotton Waste Dealer ...	Salford ... ..	Nov. 8, 1900	18 of 1900	Nov. 20, 1900	18	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883

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.	Acts or Acts of Bankruptcy proved in Creditor's Petition.
3965	McWhinnie, Millicent ...	35, High-street, Stone, in the county of Stafford	Plumber, Painter, and General Fancy Dealer	Stafford ...	Nov. 20, 1900	7 of 1900	Nov. 20, 1900	5	Debtor's	
3966	Fielding, David ...	424, Hempshaw-lane, Stockport, Cheshire ...	Joiner and Builder ...	Stockport ...	Nov. 19, 1900	14 of 1900	Nov. 20, 1900 (By consent)	14	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3967	Hullah, James ...	14, Lambton-street, Darlington, in the county of Durham	Moulder ...	Stockton-on-Tees	Nov. 21, 1900	47 of 1900	Nov. 21, 1900	45	Debtor's	
3968	Pickering, Thomas ...	33, Henrietta-street, Thornaby-on-Tees, in the county of York	Craneman...	Stockton-on-Tees	Nov. 19, 1900	46 of 1900	Nov. 19, 1900	44	Debtor's	
3969	Mark, Joseph Frederick	12½, Russell-street, Plymouth, Devon, lately carrying on business at Truro, Cornwall	Innkeeper ...	Truro ...	Nov. 6, 1900	38 of 1900	Nov. 20, 1900	37	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3970	Wadlow, Frank ...	10, Bower-lane, Maidstone, lately residing and carrying on business at the Bull Inn, Brenchley, both in Kent	Of no occupation, lately Licensed Victualler	Tunbridge Wells	Nov. 17, 1900	14 of 1900	Nov. 17, 1900	13	Debtor's	
3971	Bignold, Herbert ...	67, Battersea-rise, and carrying on business at 242, Lavender-hill, Battersea, both in the county of London	Architect and Surveyor ...	Wandsworth ...	Nov. 19, 1900	59 of 1900	Nov. 19, 1900	37	Debtor's	
3972	Coggins, John ...	Now residing at 53, Winwick-street, formerly at Marsh House-lane, and previously at Longford-street, all in Warrington, in the county of Lancaster, and formerly carrying on business at 55, Winwick-street aforesaid	Butcher's Manager, late Butcher	Warrington ...	Nov. 20, 1900	18 of 1900	Nov. 20, 1900	18	Debtor's	
3973	Savage, George Alfred ...	Norwood Green, Southall, Middlesex ...	Merchant ...	Windsor ...	Oct. 30, 1900	25 of 1900	Nov. 17, 1900	21	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3974	Bennett, John George ...	Residing and carrying on business at Cerney House, Victoria-road, (Malvern Link, Worcester-shire	Farmer and Haulier, and being also Managing Director of a Public Company	Worcester ...	Nov. 19, 1900	30 of 1900	Nov. 19, 1900	24	Debtor's	
3975	Whittle, Walter ...	16, Salisbury-terrace, Yeovil, Somerset, and carrying on business at 28, Middle-street, Yeovil, Somerset	Confectioner ...	Yeovil ...	Nov. 20, 1900	12 of 1900	Nov. 20, 1900	10	Debtor's	
		<i>The following Amended Notice is substituted for that published in the London Gazette of the 9th October, 1900.</i>								
379	Vincent, Robert ...	Lately residing and carrying on business at Rochester-terrace, New Southgate, now residing at 4, Nursery-villas, Bound's Green, Wood Green, both in Middlesex	Butcher ...	Edmonton ...	Aug. 30, 1900	24 of 1900	Oct. 3, 1900	20	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883

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.
P. Abrahams and Co.	54, Redcross-street, in the city of London	Fancy Goods Warehousemen	High Court of Justice in Bankruptcy	1260 of 1900	Dec. 4, 1900	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 16, 1901	11 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Evans, Henry John ...	17, Wellington - terrace, Church-road, Willesden	Leather Seller and Ironmonger	High Court of Justice in Bankruptcy	1248 of 1900	Dec. 4, 1900	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 17, 1901	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Metz, Frances Sophia (trading as Madame Maertz)	205, Victoria-street, in the city of Westminster	Dressmaker, Widow	High Court of Justice in Bankruptcy	1313 of 1900	Dec. 3, 1900	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 18, 1901	11 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Pothecary, Thomas Rixsen Matthew (trading as Pothecary and Co.)	Carrying on business at Tyers Gateway, Bermondsey, Surrey	Leather Merchant	High Court of Justice in Bankruptcy	1320 of 1900	Nov. 30, 1900	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 11, 1901	11 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Woodcraft, Ernest ...	Langford Mills, Bedfordshire	Miller ... ..	Bedford ... ..	12 of 1900	Nov. 30, 1900	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 18, 1900	11 A.M.	Shirehall, Bedford	
Challinor, Thomas (trading as Thomas Challinor and Son)	St. George's-street, trading at Lemon - street, Tyldesley, in the county of Lancaster	Builder ... ..	Bolton ... ..	43 of 1900	Dec. 4, 1900	11 A.M.	Official Receiver's Offices, Exchange-street, Bolton	Dec. 18, 1900	3 P.M.	Court - house, Mawdsley-street, Bolton	Nov. 21, 1900
Parker, John ... ..	Residing at 37, Parliament-street, lately carrying on business at 30, Princess-street, and formerly carrying on business at 11, Haymarket - street, Bury, Lancashire	Stationer's Assistant, lately Printer and Stationer	Bolton ... ..	44 of 1900	Dec. 4, 1900	2.30 P.M.	Official Receiver's Office, Exchange-street, Bolton	Dec. 18, 1900	3 P.M.	Court - house, Mawdsley-street, Bolton	Nov. 21, 1900
Greenwood, James Henry	43, Pendle-street and Market Hall, both in Nelson, Lancashire	Hosier and Out-fitter	Burnley ... ..	29 of 1900	Nov. 30, 1900	12.30 P.M.	Exchange Hotel, Nicholas - street, Burnley	Nov. 30, 1900	11 A.M.	Court - house, Burnley	Nov. 17, 1900
Chapman, Thomas ...	The Court Lodge, Sevington, Kent	Farmer and Grazier	Canterbury ... ..	56 of 1900	Nov. 30, 1900	3 P.M.	Saracen's Hotel, Head Ashford, Kent	Dec. 6, 1900	10 A.M.	Guildhall, Canterbury	

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.
Haddow, James ...	Residing at Goodwin-terrace, and carrying on business at 15, Botchergate, both in Carlisle	Tobacconist ...	Carlisle...	21 of 1900	Dec. 3, 1900	3 P.M.	Official Receiver's Offices, 34, Fisher-street, Carlisle	Dec. 3, 1900	11 A.M.	Court - house, Carlisle	
Ede, James ...	Residing and carrying on business at Caterham Valley Dairy, Caterham Valley, Surrey	Dairy Farmer ...	Croydon ...	57 of 1900	Dec. 3, 1900	12.30 P.M.	24, Railway - approach, London Bridge, S.E.	Dec. 19, 1900	11 A.M.	County Court, Park - street, Croydon	
Stones, Dobson ...	Now of 22, Howard-street, in the county borough of Derby, formerly of Harpenden, Hertfordshire	Commercial Traveller	Derby and Long Eaton	44 of 1900	Nov. 30, 1900	2.30 P.M.	Official Receiver's Offices, 47, Full-street, Derby	Dec. 11, 1900	11 A.M.	Court - house, 20, St. Peter's-churchyard, Derby	Nov. 20, 1900
Wibberley, Robert ...	139, Leacroft-road, and formerly of 67, Reeves-road, both in the county borough of Derby	Fitter, late Grocer and Provision Dealer	Derby and Long Eaton	46 of 1900	Nov. 30, 1900	3 P.M.	Official Receiver's Offices, 47, Full-street, Derby	Dec. 11, 1900	11 A.M.	Court - house, 20, St. Peter's-churchyard, Derby	
Darby, Mary Pearson	Residing and carrying on business at Market-place, Blackheath, Staffordshire	Grocer, Wife of George Darby	Dudley ...	20 of 1900	Nov. 30, 1900	3 P.M.	Dudley Arms Hotel, Dudley	Dec. 5, 1900	11.30 A.M.	Court-house	
Heslop, John...	North Pittington, county of Durham	Builder and Contractor	Durham ...	9 of 1900	Nov. 30, 1900	3 P.M.	Official Receiver's Office, 25, John-street, Sunderland	Dec. 11, 1900	11.15 A.M.	Court - house, Old Elvet, Durham	Nov. 19, 1900
Hutchings, Albert, the younger	Topsham, Devonshire ...	Butcher ...	Exeter ...	50 of 1900	Dec. 13, 1900	10.30 A.M.	Office of Official Receiver, 13, Bedford-circus, Exeter	Dec. 13, 1900	11.30 A.M.	The Castle, Exeter	Nov. 16, 1900
Tebbitt, William Arthur	The Deyne, Amberley, near Stroud, Gloucestershire	Retired Captain in Her Majesty's Army	Gloucester ...	19 of 1900	Dec. 11, 1900	11 A.M.	Official Receiver's Office, Station - road, Gloucester	Dec. 11, 1900	12 noon	Shirehall, Gloucester	Nov. 17, 1900
Bird, Henry Edward	7, Delafield-road, Charlton, Kent	Builder ...	Greenwich ...	20 of 1900	Nov. 30, 1900	11.30 A.M.	24, Railway - approach, London Bridge, S.E.	Dec. 4, 1900	1 P.M.	Court - house, Burney-street, Greenwich	



FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

No. 27249.

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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.
Silvester, Henry Leslie	Fairview House, Ash Vale, Aldershot, Surrey	...	Guildford and Godalming	12 of 1900	Dec. 3, 1900	12 noon	24, Railway - approach, London Bridge, S.E.	Dec. 11, 1900	1 P.M.	Townhall, Guildford, Surrey	
Barton, Richard	18, Commercial-road, in the city and county of Kingston-upon-Hull	Oil Importer	Kingston-upon-Hull	53 of 1900	Nov. 30, 1900	11 A.M.	Office of Official Receiver, Trinity House-lane, Hull	Dec. 10, 1900	2 P.M.	Court - house, Townhall, Hull	Nov. 7, 1900
Ambrose, Charles	Residing and carrying on business at 18, Clifford-road, Birkdale, in the county of Lancaster	Joiner and Builder	Liverpool	75 of 1900	Dec. 5, 1900	2 P.M.	Offices of Official Receiver, 35, Victoria-street, Liverpool	Dec. 10, 1900	11 A.M.	Court - house, Government - buildings, Victoria - street, Liverpool	
Blackburn, Mabel	Queen's Hotel, York-street, Waterloo, in the county of Lancaster	Hotel Proprietress, Spinster	Liverpool	73 of 1900	Dec. 5, 1900	12 noon	Offices of Official Receiver, 35, Victoria-street, Liverpool	Dec. 10, 1900	11 A.M.	Court - house, Government - buildings, Victoria - street, Liverpool	
Wilding, William	16, Whitehall-place, Maidstone, lately residing and carrying on business at the Pound, East Peckham, both in Kent	Journeyman Butcher, lately Butcher	Maidstone	12 of 1900	Dec. 12, 1900	11 A.M.	Official Receiver's Office, 9, King-street, Maidstone	Dec. 12, 1900	12 noon	Sessions House, Maidstone	Nov. 19, 1900
Marshall, William Arthur (carrying on business under the style of Marshall and Co.)	Now residing at 21, Shrewsbury-street, Old Trafford, near Manchester, formerly at 143, Shrewsbury-street aforesaid, previously at Stamford - street, Old Trafford aforesaid, and prior thereto at 96, Princess-road, Moss Side, near Manchester, and now carrying on business at 25, Princess-street, Manchester	Auctioneer and Valuer	Manchester	77 of 1900	Nov. 30, 1900	2.30 P.M.	Official Receiver's Offices, Byrom-street, Manchester	Dec. 3, 1900	11 A.M.	Court - house, Quay - street, Manchester	Nov. 21, 1900

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.
Satchell, William Jackson	16, Queen's-lane, Newcastle-on-Tyne, residing at 17, North-parade, Whitley Bay, Northumberland	Wholesale Dry-salter and Confectioner	Newcastle-on-Tyne	50 of 1900	Nov. 30, 1900	11.30 A.M.	Office of Official Receiver, 30, Mosley-street, Newcastle-on-Tyne	Dec. 6, 1900	11 A.M.	Court - house, Westgate-road, Newcastle-on-Tyne	Nov. 21, 1900
Cooper, Arthur Jolliffe	7, Grange-road, Shanklin, Isle of Wight	Builder's Clerk and Builder	Newport and Ryde	24 of 1900	Dec. 3, 1900	11 A.M.	Official Receiver's Office, 19, Quay-street, Newport, Isle of Wight	Dec. 3, 1900	12 noon	Court - house, Newport, Isle of Wight	Nov. 21, 1900
Pycroft, John...	Residing in lodgings at 53, Byron-road, West Bridgford, Nottinghamshire, lately trading at Meadowgrove, Meadow-lane, Nottingham	Journeyman, Wheelwright, lately a member of the firm of Pycroft and Co., Wheelwrights and Blacksmiths	Nottingham ...	57 of 1900	Nov. 30, 1900	12 noon	Official Receiver's Offices, 4, Castle-place, Park-street, Nottingham	Dec. 7, 1900	10 A.M.	County Court-house, St. Peter's - gate, Nottingham	Nov. 21, 1900
Lewis, John Walter...	Lately carrying on business at 32, Margaret-street, Abercynon, now residing at 48, Kendry - street, Tonypandy, Glamorganshire	Grocer ... ..	Pontypridd, Ystradyfodwg, and Porth	40 of 1900	Nov. 30, 1900	3 P.M.	135, High - street, Merthyr Tydfil	Dec. 18, 1900	11.15 A.M.	Court - house, Pontypridd	Nov. 20, 1900
Scott, William, the younger	Now and lately residing at 12, Priory-road, Southbourne, near Christchurch, in the county of Hants, and carrying on business at 12, Priory-road, Southbourne aforesaid	Nurseryman and Fruit Grower	Poole ... ..	24 of 1900	Nov. 30, 1900	12.30 P.M.	Official Receiver's Offices, Endless-street, Salisbury	Dec. 12, 1900	11.30 A.M.	Townhall, Poole	
Bailey, George ...	1, Harcourt-road, Buckland, Hants	Retired Baker ...	Portsmouth ...	57 of 1900	Nov. 30, 1900	3 P.M.	Official Receiver's Offices, Cambridge Junction, High-street, Portsmouth	Dec. 17, 1900	12 noon	Court - house, St. Thomas-street, Portsmouth	
Holdway, William Henry (trading as Holdway and Co.)	Vestern - road, Reading, lately carrying on business at Blakesbridge Wharf, Forbury - road, Reading	Furniture Manufacturer, Cabinet Maker, and Upholsterer	Reading ... ..	15 of 1900	Nov. 30, 1900	3 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 13, 1900	2 P.M.	Assize Courts, Reading	

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.
Dickens, Joseph William	25, Duchess-road, in the city of Sheffield	Builder ... ..	Sheffield ...	65 of 1900	Nov. 30, 1900	12.30 P.M.	Official Receiver's Offices, Figtree-lane, Sheffield	Dec. 13, 1900	3 P.M.	County Court Hall, Bank-street, Sheffield	
Grindley, William ...	Cross-street, Woodhouse, in the parish of Handsworth, Yorkshire	General Dealer and Beer Retailer	Sheffield ...	61 of 1900	Nov. 30, 1900	12 noon	Official Receiver's Offices, Figtree-lane, Sheffield	Dec. 13, 1900	3 P.M.	County Court Hall, Bank-street, Sheffield	Nov. 20, 1900
Bardsley, Albert ...	567, Lower Bredbury, near Stockport, Cheshire, formerly residing at the Strawberry Gardens, Glodwick, Oldham, Lancashire, 535, Lower Bredbury aforesaid, St. Paul's-terrace, Great Portwood-street, Stockport aforesaid, and at Leesfield, Lees, near Oldham aforesaid	Carder ... ..	Stockport ...	13 of 1900	Nov. 30, 1900	11.15 A.M.	Official Receiver's Offices, County-chambers, Market-place, Stockport	Dec. 6, 1900	11 A.M.	Court - house, Vernon-street, Stockport	Nov. 21, 1900
Speet, John ... ..	Residing in lodgings at 8, Finley-street, Kensington, Liverpool, Lancashire, lately residing at 20, Bramhall-lane, Stockport, Cheshire, and trading at Bamford-street, Stockport aforesaid	Journeyman Cabinet Maker, lately Cabinet Maker and Upholsterer	Stockport ...	12 of 1900	Nov. 30, 1900	10.45 A.M.	Official Receiver's Offices, County-chambers, Market-place, Stockport	Dec. 6, 1900	11 A.M.	Court - house, Vernon-street, Stockport	Nov. 12, 1900
Matthews, Thomas ...	24, Portland-street, late of Rose Villa, Leam-terrace East, both in Leamington, Warwickshire	Commission Agent	Warwick ...	12 of 1900	Dec. 3, 1900	3 P.M.	Official Receiver's Offices, 17, Hertford-street, Coventry	Dec. 5, 1900	2 P.M.	Shirehall, Warwick	
Hgginton, Mark Benjamin	16, Tempest-street, Wolverhampton, in the county of Stafford	Lock and Key Maker	Wolverhampton	27 of 1900	Dec. 3, 1900	11 A.M.	Official Receiver's Office, Wolverhampton	Dec. 3, 1900	2.30 P.M.	County Court, Wolverhampton	Nov. 21, 1900

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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.
Goodby, William Samuel	1, Clark-street, Wolverhampton, in the county of Stafford, lately residing at 28, Compton-road, 46, Bath-road, 237, Tettenhall-road, and at 2, Merri-dale-lane, all in Wolverhampton aforesaid	Commission Agent	Wolverhampton	29 of 1900	Dec. 3, 1900	11.30 A.M.	Official Receiver's Office, Wolverhampton	Dec. 3, 1900	2.30 P.M.	County Court, Wolverhampton	
<i>The following Amended Notices are substituted for those published in the London Gazette of the 20th November, 1900.</i>											
Wood, Richard	72, Denbigh-street, Llanrwst, Denbighshire	Wheelwright and Coachbuilder	Portmadoc, and Festiniog	12 of 1900	Nov. 27, 1900	1.45 P.M.	County Police Station, Blaenau Festiniog	Nov. 27, 1900	2 P.M.	County Police Station, Blaenau Festiniog	Nov. 12, 1900
Denne, Thomas Albert	26, Station-street, Sittingbourne, Kent	Decorator...	Rochester	35 of 1900	Dec. 3, 1900	11.30 A.M.	115, High-street, Rochester	Dec. 3, 1900	2 P.M.	Court-house, Eastgate, Rochester	Nov. 16, 1900

NOTICES OF DAYS APPOINTED FOR PROCEEDING WITH PUBLIC EXAMINATIONS ADJOURNED SINE DIE.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date fixed for proceeding with Examination.	Hour.	Place.
Malet, Francis Blundell Warre	36, Roland-gardens, South Kensington, Middlesex	Gentleman	High Court of Justice in Bankruptcy	668 of 1887	Dec. 21, 1900	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.
Hillaby, Henry	Late of 30, York-street, in the city of Wakefield	Coal Agent and Lodging-house Keeper	Wakefield	33 of 1899	Dec. 6, 1900	11 A.M.	Court - house, Wood-street, Wakefield

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Bally, Edward ... ..	Carrying on business at 11, Walworth-road, at 123, Newington Butts, and at 27, Whitechapel High-street, all in the county of London	Butcher ... ..	High Court of Justice in Bankruptcy	1244 of 1900	Nov. 19, 1900 ...	Nov. 2, 1900
Baker, E. J. ... ..	Lately carrying on business at 96, Tabernacle-street, in the county of London	Stick Manufacturer, Spinster ...	High Court of Justice in Bankruptcy	1133 of 1900	Nov. 19, 1900 ...	Oct. 2, 1900
Evans, Henry John ... ..	17, Wellington-terrace, Church-road, Willesden ... ..	Leather Seller and Ironmonger ...	High Court of Justice in Bankruptcy	1248 of 1900	Nov. 21, 1900 ..	Nov. 3, 1900
Fonseca, Simon ... ..	4, Metropole-parade, Camberwell, Surrey, lately residing and carrying on business at 53, Great Titchfield-street, Middlesex	Commercial Traveller, late Draper...	High Court of Justice in Bankruptcy	1326 of 1900	Nov. 21, 1900 ...	Nov. 21, 1900
Mason, Herbert (described in the Bankruptcy Notice as Golding and Co.) (carrying on business as Golding and Co.)	Carrying on business at 14, Crosby-buildings, Bishopsgate, in the city of London	Stock and Share Dealer ... ..	High Court of Justice in Bankruptcy	1201 of 1900	Nov. 21, 1900 ...	Oct. 20, 1900
Moore, Eliza ... ..	Residing and carrying on business at 40, Parkhurst-road, Holloway, in the county of London	Mantle Maker, Widow ... ..	High Court of Justice in Bankruptcy	1331 of 1900	Nov. 21, 1900 ...	Nov. 21, 1900
Woollen, James ... ..	Residing at Woodroyd, Horley, Surrey, and carrying on business at 117, Clapham-road, Lambeth, in the county of London	Advertisement Agent and Cycle Maker and General Engineer	High Court of Justice in Bankruptcy	1273 of 1900	Nov. 21, 1900 ...	Nov. 8, 1900
Ball, William Edward ... ..	Wycombe End, Beaconsfield, in the county of Buckingham	Smith, Plumber, Painter, and Decorator	Aylesbury ... ..	25 of 1900	Nov. 21, 1900 ...	Nov. 21, 1900
Morris, Hugh ... ..	Fron Henlog, Ebenezer, Carnarvonshire ... ..	Grocer ... ..	Bangor ... ..	42 of 1900	Nov. 20, 1900 ...	Oct. 29, 1900
Owen, Thomas Gray ... ..	Church-street, Llangefni, Anglesey ... ..	Marble Works Manufacturer ...	Bangor ... ..	44 of 1900	Nov. 20, 1900 ...	Nov. 20, 1900
Allcott, William Robert ... ..	Residing at 429, Coventry-road, Birmingham, in the county of Warwick, and carrying on business there and also at 45, Parade, 93, Newtown-row, and 171A, Soho-road, all in Birmingham aforesaid	Wholesale and Retail Grocer and Provision Dealer	Birmingham ... ..	143 of 1900	Nov. 19, 1900 ...	Nov. 15, 1900
Bowen, George Edmund ... ..	Residing at 91, Miller-street, Birmingham, in the county of Warwick, and carrying on business at Water-street Rolling Mills, Water-street, Birmingham aforesaid	Metal Roller ... ..	Birmingham ... ..	140 of 1900	Nov. 20, 1900 ...	Nov. 14, 1900
Dunkley, Joseph Howard ... ..	65, Stratford-road, Sparkbrook, Birmingham, in the county of Warwick	Clothier and Hatter ... ..	Birmingham ... ..	147 of 1900	Nov. 21, 1900 ...	Nov. 21, 1900



ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Holmes, John ... ..	362, Moseley-road, Birmingham, in the county of Warwick	Doctor of 'Médiciné' ... ..	Birmingham	146 of 1900	Nov. 20, 1900	Nov. 20, 1900
Sharples, James ... ..	Lamack Slacks, Blackburn, in the county of Lancaster	Farmer ... ..	Blackburn	27 of 1900	Nov. 19, 1900	Nov. 19, 1900
Challinor, Thomas (trading as Thomas Challinor and Son)	St. George's-street, trading at Lemon-street, Tyldesley, Lancashire	Builder ... ..	Bolton	43 of 1900	Nov. 20, 1900	Nov. 20, 1900
Parker, John ... ..	37, Parliament-street, lately trading at 30, Princess-street, and formerly at 11, Haymarket-street, Bury, Lancashire	Stationer's Assistant, lately Printer and Stationer	Bolton	44 of 1900	Nov. 20, 1900	Nov. 20, 1900
Keedwell, Jabez ... ..	Hanham, in the county of Gloucester	Coachbuilder and Wheelwright	Bristol	68 of 1900	Nov. 20, 1900	Nov. 9, 1900
Wellings, Benjamin Charles	Carrying on business at 18, Horsefair and 298, Gloucester-road, Horfield, and residing at Woodmancote, Dongola-road, Horfield, all in the city and county of Bristol	Outfitter	Bristol	71 of 1900	Nov. 21, 1900	Nov. 15, 1900
Hill, Harry ... ..	Helions Bumpstead, Essex	Farrier ... ..	Cambridge	20 of 1900	Nov. 19, 1900	Nov. 19, 1900
Snoad, Walter ... ..	1, Cherry Tree-avenue, Dover, Kent	Grocer ... ..	Canterbury	59 of 1900	Nov. 20, 1900	Nov. 20, 1900
Gwilliam, Elizabeth...	The Supply Stores, 1, St. Mark's Emporium, Gloucester-road, Cheltenham	Grocer and Provision Dealer, the Wife of Edwin Gwilliam	Cheltenham...	14 of 1900	Nov. 19, 1900	Nov. 19, 1900
Sheppard, William ... ..	Dovedale House, St. Luke's-road, Cheltenham	Confectioner ... ..	Cheltenham...	15 of 1900	Nov. 21, 1900	Nov. 21, 1900
Hedman, George ... ..	85, Wiverton-road, Sydenham, in the county of London, and lately carrying on business at 88, Beokenham-road, Penge, in the said county	Butcher ... ..	Croydon	56 of 1900	Nov. 19, 1900	Oct. 24, 1900
Stanbridge, Ernest Edwin Stanbridge, Emma, and Nash, Mary (formerly Mary Stanbridge) (trading as Stanbridge and Son)	Upper Warlingham, Surrey	Coal Merchants	Croydon	13 of 1900	Nov. 14, 1900	Mar. 13, 1900

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Mitchard, Fred Southall ... ..	Bloomfield-terrace, Tipton, Staffordshire, lately carrying on business at the Bloomfield Wharf, Tipton aforesaid	Labourer, lately Coal Merchant ...	Dudley ... ..	22 of 1900	Nov. 19, 1900 ...	Nov. 17, 1900
Harvey, Matthew Henry ... ..	31, Westgate-street and 123, Oxford-road, both in Gloucester	Saddler and Harness Maker ...	Gloucester ... ..	24 of 1900	Nov. 20, 1900 ...	Nov. 20, 1900
Dexter, Frederick William... ..	Winterton, Lincolnshire ... ..	Potato Merchant ... ..	Great Grimsby ... ..	36 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Mahey, William Thomas, and Arnold, William (trading as Mahey and Arnold)... ..	Now residing at 58 and 60, Norman-road, St. Leonards-on-Sea, Sussex, and trading at the same address	Drapers... ..	Hastings ... ..	34 of 1900	Nov. 19, 1900 ...	Oct. 30, 1900
Sargent, Robert Frederick ... ..	14, Middle-street, Hastings, Sussex ... ..	Gasfitter ... ..	Hastings ... ..	36 of 1900	Nov. 21, 1900 ...	Nov. 19, 1900
Lewis, David... ..	The Navigation Hotel, Clensmore, Kidderminster, Worcestershire	Licensed Victualler ... ..	Kidderminster ... ..	14 of 1900	Nov. 20, 1900 ...	Oct. 29, 1900
Turney, Richard ... ..	Linslade, in the county of Buckingham ... ..	Coal Merchant ... ..	Luton ... ..	26 of 1900	Nov. 20, 1900 ...	Nov. 16, 1900
Wilding, William ... ..	16, Whitehall-place, Maidstone, lately residing and carrying on business at the Pound, East Peckham, both in Kent	Journeyman Butcher, lately Butcher	Maidstone ... ..	12 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Hood, Frank ... ..	Now residing at 138, Wellington-road, Eccles, Lancashire, formerly at 30, Pleasant-road, Eccles aforesaid, previously at 11, Wellington-road, Eccles aforesaid, and theretofore at 1, Dolphin-place, Higher Ardwick, Manchester, and now carrying on business at 72, Thomas-street, Manchester, but formerly at 1, Dolphin-place, Higher Ardwick aforesaid	Travelling Draper ... ..	Manchester ... ..	66 of 1900	Nov. 21, 1900 ...	Oct. 23, 1900
Marshall, William Arthur (trading under the style of Marshall and Co.)	Now residing at 21, Shrewsbury-street, Old Trafford, near Manchester, formerly at 143, Shrewsbury-street aforesaid, previously at Stamford-street, Old Trafford aforesaid, and prior thereto at 96, Princess-road, Moss Side, near Manchester, and now carrying on business at 25, Princess-street, Manchester	Auctioneer and Valuer ... ..	Manchester ... ..	77 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Watkins, William ... ..	Lately residing at Gelly Cottages, Cymmer, Glamorganshire, and now residing at Scadan Poeth Huts, Abergwyffi, in the same county	Collier ... ..	Neath and Aberavon	22 of 1900	Nov. 20, 1900 ...	Nov. 20, 1900

ADJUDICATIONS—continued.

No. 27249.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Peach, Henry ... ..	The General Supply Stores, Commercial-street, Griffithstown, in the county of Monmouth	Wholesale and Retail General Dealer	Newport, Mon. ...	25 of 1900	Nov. 20, 1900 ...	Nov. 12, 1900
Goulson, Joseph, and Goulson, Walter (trading as J. and W. Goulson) ... ..	44, Swinegate, Grantham, and Hougham, both in Lincolnshire	Greengrocers and Market Gardeners	Nottingham ... ..	60 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Sherrell, Manley ... ..	22, St. John's-road, Plymouth, late of Coombe Farm, North Huish, both in the county of Devon	Carter ... ..	Plymouth and East Stonehouse	49 of 1900	Nov. 20, 1900 ...	Nov. 20, 1900
Ash, Nathan ... ..	Late of 40, Hannah-street, Porth, Glamorganshire, but whose present address is unknown to the Petitioning Creditors	Furniture Dealer ... ..	Pontypridd ... ..	37 of 1900	Nov. 16, 1900 ...	Sept. 28, 1900
Morgan, David ... ..	24, Harris-terrace, Penrhiwceiber, Glamorganshire ... ..	Blacksmith ... ..	Pontypridd ... ..	44 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Hullah, James ... ..	14, Lambton-street, Darlington, in the county of Durham ...	Moulder ... ..	Stockton-on-Tees ...	47 of 1900	Nov. 21, 1900 ...	Nov. 21, 1900
Pickering, Thomas ... ..	33, Henrietta-street, Thornaby-on-Tees, in the county of York	Craneman ... ..	Stockton-on-Tees ...	46 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Bignold, Herbert ... ..	67, Battersea Rise, and carrying on business at 242, Lavender-hill, Battersea, both in the county of London	Architect and Surveyor ... ..	Wandsworth ... ..	59 of 1900	Nov. 19, 1900 ...	Nov. 19, 1900
Coggins, John ... ..	Now residing at 53, Winwick-street, formerly at Marsh House-lane, and previously at Longford-street, all in Warrington, in the county of Lancaster, and formerly carrying on business at 55, Winwick-street aforesaid	Butcher's Manager, late Butcher ...	Warrington ... ..	18 of 1900	Nov. 20, 1900 ...	Nov. 20, 1900
Savage, George Alfred ... ..	Norwood Green, Southall, Middlesex ... ..	Merchant ... ..	Windsor ... ..	25 of 1900	Nov. 20, 1900 ...	Oct. 30, 1900
Egginton, Mark Benjamin ... ..	16, Tempest-street, Wolverhampton, in the county of Stafford	Lock and Key Maker... ..	Wolverhampton ...	27 of 1900	Nov. 21, 1900 ...	Nov. 1, 1900
Whittle, Walter ... ..	16, Salisbury-terrace, Yeovil, Somerset, and carrying on business at 28, Middle-street, Yeovil, Somerset	Confectioner ... ..	Yeovil ... ..	12 of 1900	Nov. 20, 1900 ...	Nov. 20, 1900
<i>The following Amended Notice is substituted for that published in the London Gazette of the</i>			<i>12th October, 1900.</i>			
Vincent, Robert ... ..	Lately residing and carrying on business at Rochester-terrace, New Southgate, now residing at 4, Nursery-villas, Bounds Green, Wood Green, both in Middlesex	Butcher ... ..	Edmonton ... ..	24 of 1900	Oct. 5, 1900 ...	Aug. 30, 1900

**ORDERS ON APPLICATIONS 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.
Dunn, Cecil William ...	Carrying on business at Copthall House, 13, Copthall-avenue, in the city of London	Solicitor ... ..	High Court of Justice in Bankruptcy	342 of 1895	Nov. 15, 1900	Composition of 7s. 6d. in the pound to be paid to all unsecured creditors in respect of all debts provable, payable forthwith on the approval by the Court of this Composition arrangement, and secured by deposit with the Official Receiver of a sum sufficient for that purpose prior to the application to the Court to approve the Composition. Preferential debts, and all proper fees, costs, charges and expenses to be paid and secured in like manner. Receiving Order discharged. Adjudication annulled, and property of the said Cecil William Dunn to revert in him
Munday, Edward James (in the Receiving Order described as E. J. Munday, lately carrying on business as Munday and Co.)	10 and 11, the Parade, Church End, Willesden, lately carrying on business at 35, Broadway-parade, Crouch End, both in Middlesex	Draper ... ..	High Court of Justice in Bankruptcy	801 of 1900	Nov. 16, 1900	Composition of 7s. 6d. in the pound to be paid to all unsecured creditors in respect of all debts provable, payable on the approval by the Court of the Composition arrangement; and secured by deposit with the Official Receiver of the amount required, prior to the application to the Court to approve the Composition. Preferential debts, and all proper fees, costs, charges, and expenses to be paid and secured in like manner. Receiving Order discharged

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Adie, Frederick Everall ... (Separate Estate)	Carrying on business at 27, Clement's-lane, in the city of London	Carrying on business in copartnership with Frederick William Munk as Munk and Adie, Solicitors	High Court of Justice in Bankruptcy	668 of 1893	Dec. 8, 1900 ...	G. W. Chapman, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Birkin, Richard Noel ...	Lately residing at 98, Addison-road, Middlesex	... ..	High Court of Justice in Bankruptcy	1259 of 1896	Dec. 8, 1900 ...	Thomas Leman ...	73, Basinghall - street, London, E.C.
Castle, William, and Castle, Henry (trading as W. and H. Castle) ...	187, Anerley-road, Anerley Dulwich Village, Surrey At 97 and 99, Southwark Bridge-road, in the county of London	Builders ... ..	High Court of Justice in Bankruptcy	1629 of 1899	Dec. 7, 1900 ...	Robert James Ward ...	2, Clement's-inn, W.C.
Castle, William ... (Separate Estate)	187, Anerley-road, Anerley ... ..	Builder ... ..	High Court of Justice in Bankruptcy	1629 of 1899	Dec. 7, 1900 ...	Robert James Ward ...	2, Clement's-inn, W.C.
Castle, Henry ... (Separate Estate)	Dulwich Village, Surrey ... ..	Builder ... ..	High Court of Justice in Bankruptcy	1629 of 1899	Dec. 7, 1900 ...	Robert James Ward ...	2, Clement's-inn, W.C.
Depledge, William Thomas	Stanley Lodge, Stanley, near Wakefield, in the county of York, and of the Hotel Metropole, Northumberland-avenue, in the county of London	Dealer in Colliery Timber ...	High Court of Justice in Bankruptcy	1419 of 1899	Dec. 8, 1900 ...	John Gordon ... ..	1, Bond-street, Leeds
Marchant, Jasper Vickers	83, Waller-road, New Cross, S.E., and carrying on business at 27 Stand, Billingsgate, city of London	Fish Salesman ... ..	High Court of Justice in Bankruptcy	137 of 1900	Dec. 8, 1900 ...	G. W. Chapman, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Möll, Peter... ..	84, Yerbury-road, Upper Holloway, in the county of London	Baker and Confectioner ...	High Court of Justice in Bankruptcy	1540 of 1898	Dec. 10, 1900 ...	Harold Waissen Wilson, Chartered Accountant	12, Trinity-square, Tower Hill, E.C.
Paterson, Frederick ...	Residing at 10, Oakworth-road, Hornsey, Middlesex	A Clerk in the Savings Bank Department of the General Post Office	High Court of Justice in Bankruptcy	1410 of 1891	Dec. 8, 1900 ...	A. H. Wildy, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Townsend, Richard (trading as R. Townsend and Sons)	77, Pimlico-road, S.W., lately residing at 76, York-street, Marylebone, both in the county of London	Wholesale China Factor ...	High Court of Justice in Bankruptcy	701 of 1900	Dec. 7, 1900 ...	Thomas William Hayes, Incorporated Accountant	24, Cheapside, Hanley, Staffordshire
Whiting, Herbert Kirk (described in the Receiving Order as Herbert K. Whiting)	Whose present address the Petitioning Creditor is unable to ascertain	... ..	High Court of Justice in Bankruptcy	327 of 1899	Dec. 8, 1900 ...	Harry Wilson ... ..	37, Essex - street, Strand, London, W.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.
Caseley, Andrew ...	The Market Hotel, Glossop, in the county of Derby	Innkeeper ... ..	Ashton-under-Lyne and Stalybridge	11 of 1897	Dec. 7, 1900 ...	Christopher Jenkins Dibb, Official Receiver	Byrom-street, Manchester
Leyland, John ...	The Victoria Works, Nelson-street, Bolton, Lancashire	Spindle and Flyer Maker ...	Bolton ... ..	35 of 1900	Dec. 8, 1900 ...	Samuel Horridge Horrocks and Nathan Yates ...	20, Chancery-lane, Bolton 436, Wood-street, Bolton
Woollard, Edwin Charles	17, Maudsley-chambers, Bolton, and residing at Inglewood, 27, Ellesmere-avenue, Monton-road, Eccles, near Manchester, both in Lancashire	Stockbroker ... ..	Bolton ... ..	29 of 1900	Dec. 7, 1900 ...	Thomas H. Winder ...	Official Receiver's Offices, Exchange-street, Bolton
Pentelow, Frederick Charles, and Pentelow, William Walter (carrying on business in copartnership under the style or firm of F. and W. Pentelow)	Hanworth-road, Hounslow, Middlesex ...	Grocers and Provision Merchants	Brentford ... ..	8 of 1900	Dec. 11, 1900 ...	Oscar Berry, Chartered Accountant	Monument House, Monument-square, London, E.C.
Pentelow, Frederick Charles (Separate Estate)	Hanworth-road, Hounslow, Middlesex ...	Grocer and Provision Merchant	Brentford ... ..	8 of 1900	Dec. 11, 1900 ...	Oscar Berry, Chartered Accountant	Monument House, Monument-square, London, E.C.
Pentelow, William Walter (Separate Estate)	1, Lombard-villas, Hanworth-road, Hounslow, Middlesex	Grocer and Provision Merchant	Brentford ... ..	8 of 1900	Dec. 11, 1900 ...	Oscar Berry, Chartered Accountant	Monument House, Monument-square, London, E.C.
Nunn, Douglas Philip Roper	Hessett, Suffolk ... ..	Clerk in Holy Orders ...	Bury St. Edmunds...	8 of 1900	Dec. 10, 1900 ...	William Messent ...	8, Willoughby-road, Ipswich
Hay, Stratford Morrison Canning	21, Union-terrace, Mill-road, Cambridge ...	Retired Major of Bombay Staff Corps	Cambridge ... ..	24 of 1890	Dec. 7, 1900 ...	Howard W. Cox, Official Receiver	5, Petty Cury, Cambridge
Peed, William ...	The Manor House, Histon, in the county of Cambridge, and 62, Sidney-street, in the borough of Cambridge	Solicitor ... ..	Cambridge ... ..	21 of 1897	Dec. 21, 1900 ...	Tansley Witt ...	40, Chancery-lane, London, W.C.
Backhouse, Joseph ...	Gilsland, Northumberland ... ..	Joiner ... ..	Carlisle ... ..	13 of 1900	Dec. 7, 1900 ...	Kighley J. Hough, Official Receiver	34, Fisher-street, Carlisle
Mark, Robert Jameson ...	Lately carrying on business at 8, Lonsdale-street, now of South Henry-street, both in the city of Carlisle	Millwright, Engineer, and Cycle Manufacturer	Carlisle ... ..	1 of 1900	Dec. 7, 1900 ...	Kighley J. Hough, Official Receiver	34, Fisher-street, Carlisle
Rowntree, James ...	Residing at Cumwhitton, in the parish of Cumwhitton, and carrying on business at How Mill, in the parish of Hayton, both in Cumberland	Miller and Coal Agent ...	Carlisle ... ..	9 of 1900	Dec. 7, 1900 ...	Kighley J. Hough, Official Receiver	34, Fisher-street, Carlisle



NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Sprake, William ...	Residing at Court-street, and carrying on business at 20, Botohergate, both in Carlisle	Fish and Poultry Dealer ...	Carlisle ...	17 of 1900	Dec. 7, 1900 ...	Kighley J. Hough, Official Receiver	34, Fisher-street, Carlisle
Guy, Charles Walter ...	Thorpe-le-Soken, Essex ...	Grocer and Draper ...	Colchester ...	2 of 1892	Dec. 5, 1900 ...	Frederick Messent ...	36, Princes-street, Ipswich
Langdown, James Ambrose (trading as the Midland Mutual Clothing Stores)	71 and 73, Pear Tree-road, Derby ...	Outfitter ...	Derby ...	16 of 1900	Dec. 7, 1900 ...	Joseph N. Nutt ...	3, Market-place, Derby
Fox, George (Deceased)	Late of Cerne Abbas, in the county of Dorset...	Late Baker and Grocer ...	Dorchester ...	4 of 1900	Dec. 8, 1900 ...	Frederick Aston Dawes, Official Receiver	City - chambers, Endless-street, Salisbury
Hedditch, Henry ...	Preston, near Weymouth, Dorsetshire, lately residing and carrying on business at Corscombe, near Cattistock, Dorsetshire	Dairyman's Manager ...	Dorchester ...	14 of 1900	Dec. 10, 1900 ...	Frederick Aston Dawes, Official Receiver	City - chambers, Endless-street, Salisbury
Jeffery, George ...	Grimstone, Dorsetshire ...	Baker ...	Dorchester ...	11 of 1900	Dec. 8, 1900 ...	Frederick Aston Dawes, Official Receiver	City - chambers, Endless-street, Salisbury
Young, Frederick Ellmer	Lately residing at 30, Burlington-place, Eastbourne, Sussex, but whose present address is unknown	Brewer's Clerk ...	Eastbourne ...	16 of 1895	Dec. 7, 1900 ...	E. W. J. Savill ...	Offices of Official Receiver, 4, Pavilion - buildings, Brighton
Booth, Bridget ...	Residing at 16, Kirkland, Kendal, Westmorland, and carrying on business there and at 185, Highgate, Kendal aforesaid	Grocer and Tobacconist, Widow	Kendal ...	11 of 1899	Dec. 8, 1900 ...	Henry Garencières Pearson, Official Receiver	16, Cornwallis-street, Barrow-in-Furness
Howson, John ...	Burton-in-Lonsdale, in the West Riding of the county of York	Farmer ...	Kendal ...	11 of 1900	Dec. 8, 1900 ...	Henry Garencières Pearson, Official Receiver	16, Cornwallis-street, Barrow-in-Furness
Lipscomb, Edwin Francis	The Rectory, Aston Botterell, Salop ...	Clerk in Holy Orders ...	Kidderminster ...	7 of 1884	Dec. 7, 1900 ...	Edward Percy Jobson, Official Receiver	Wolverhampton - street, Dudley
Simpson, Joseph Frederick	239 Harehills-avenue, in the city of Leeds, and carrying on business at 2, 14, and 16 Macaulay-street, and also at Lincoln-road, both in Newtown, in the city of Leeds	Tanner and Currier ...	Leeds ...	69 of 1899	Dec. 6, 1900 ...	R. R. France ...	Greek - street - chambers, Park-row, Leeds
Walker, Edgar William ...	Formerly residing in apartments at Sycamore-terrace, in the city of York, now at 10, Eldon-place, and carrying on business at Gold-street, Pottery Fields, both in the city of Leeds	Maltster and Brewer ...	Leeds ...	1 of 1897	Dec. 10, 1900 ...	Charles Beevers, Chartered Accountant	92, Albion-street, Leeds
Gurney, Urban ...	42, Tower-street, Leicester ...	Joiner and Builder ...	Leicester ...	39 of 1899	Dec. 8, 1900 ...	J. G. Burgess, Official Receiver	1, Berridge-street, Leicester

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Hartley, Isaac ... ..	Brookfield, Harrow-road, and carrying on business at 25, Halford-street, both in the county borough of Leicester	Corn Merchant ... ..	Leicester ... ..	65 of 1900	Dec. 7, 1900 ...	James Cherry ... ..	Erskine - chambers, New-street, Leicester
Northan, James ... ..	34, St. Stephen's-road, Leicester... ..	Builder ... ..	Leicester ... ..	89 of 1899	Dec. 8, 1900 ...	J. G. Burgess, Official Receiver	1, Berridge-street, Leicester
Prudden, Ernest ... ..	6, Villa-road, Luton, in the county of Bedford	Straw Hat Manufacturer ...	Luton ... ..	10 of 1900	Dec. 10, 1900 ...	Alfred Ewen, Official Receiver	Bridge-street, Northampton
Nield, Frank ... ..	Crewe-road, Alsager, Cheshire ... ..	Metal Broker and Moss Litter Merchant	Macclesfield ... ..	6 of 1899	Dec. 8, 1900 ...	Arthur C. Procter, Official Receiver	23, King Edward - street, Macclesfield
Constable, William, the younger	High-street, East Malling, Kent ... ..	Butcher ... ..	Maidstone ... ..	6 of 1900	Dec. 7, 1900 ...	R. T. Tatham, Official Receiver	9, King-street, Maidstone
Harbottle, Robert Tully ...	Residing at 48, Eastbourne-avenue, and carrying on business at 20, West-street, both in Gateshead, in the county of Durham	Builder ... ..	Newcastle-on-Tyne	10 of 1900	Dec. 7, 1900 ...	John Grant Gibson ...	Mosley - chambers, New-castle-on-Tyne
Jennings, Barbara ... ..	127, Percy-street, lately residing at 9, Brunswick-place, Haymarket, and carrying on business at the Green Market, all in Newcastle-on-Tyne	Florist... ..	Newcastle-on-Tyne	23 of 1900	Dec. 7, 1900 ...	John Grant Gibson ...	Mosley - chambers, New-castle-on-Tyne
Lowe, Charles ... ..	51, Albert-street, Ventnor, Isle of Wight, and Rooks Yard, High-street, Ventnor aforesaid	Carpenter and Joiner ...	Newport and Ryde	7 of 1900	Dec. 7, 1900 ...	Harry Castell Damant, Official Receiver	Official Receiver's Office 19, Quay-street, Newport, Isle of Wight
Palmer, Thomas ... ..	Residing in lodgings at 34, Lambert-street, lately residing at 39, Hartley-road, and trading at Addington-road, all in Nottingham	Journeyman Joiner, lately Joiner and Builder	Nottingham... ..	40 of 1900	Dec. 10, 1900 ...	Thomas Gourlay, Official Receiver	4, Castle-place, Park-street, Nottingham
Liddell, Ellen Mary ... ..	3, Broad-street, in the city of Oxford, carrying on business at 3, Broad-street and 117, High-street, both in the city of Oxford	Dealer in Woollen and Fancy Goods	Oxford ... ..	12 of 1898	Dec. 8, 1900 ...	Arthur Edwin Preston	55, Cornmarket-street, Oxford
Scott Tucker, John Holford	Headington, near Oxford ... ..	Clerk in Holy Orders ...	Oxford ... ..	7 of 1899	Dec. 8, 1900 ...	Arthur Edwin Preston	55, Cornmarket-street, Oxford
Edis, John Wood ... ..	Ryhall, in the county of Rutland ... ..	Grocer and General Dealer	Peterborough ... ..	27 of 1899	Dec. 7, 1900 ...	Howard W. Cox, Official Receiver	5, Petty Cury, Cambridge
Roberts, Emma ... ..	Little Bytham, in the county of Lincoln ...	Grocer and Draper (a Married Woman, trading separate and apart from her Husband, and having separate estate)	Peterborough ... ..	13 of 1896	Dec. 7, 1900 ...	Howard W. Cox, Official Receiver	5, Petty Cury, Cambridge
Eddolls, Amelia ... ..	Coley, near Reading, lately residing at 241, Oxford-road, Reading	Widow ... ..	Reading ... ..	2 of 1897	Dec. 8, 1900 ...	Arthur Edwin Preston	55, Cornmarket-street, Oxford

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Nicholas, Daniel ...	Bridge Shop, Tonypanyd, in the county of Glamorgan	Grocer ... ..	Pontypridd, Ystrad-yfodwg, and Porth	38 of 1900	Dec. 8, 1900 ...	William Lewes Daniel, Official Receiver	135, High-street, Merthyr Tydfil
Long, James John ...	51, High-street, New Brompton, Kent ...	Cook and Caterer ... ..	Rochester ... ..	3 of 1900	Dec. 7, 1900 ...	R. T. Tatham, Official Receiver	9, King-street, Maidstone
Wood, Henry ... ..	Angel-road, Edmonton, Middlesex, late of Granville-road, St. Albans, Hertfordshire	Brickmaker's Manager ...	St. Albans ... ..	10 of 1896	Dec. 7, 1900 ...	Cecil Mercer ... ..	Office of Official Receiver, 95, Temple - chambers, Temple-avenue, E.C. City - chambers, Endless-street, Salisbury
Phillips, Mark ... ..	Ashley, Waterloo-gardens, Salisbury, Wiltshire	Builder ... ..	Salisbury ... ..	12 of 1900	Dec. 8, 1900 ...	Frederick Aston Dawes, Official Receiver	City - chambers, Endless-street, Salisbury
Philpott, William... ..	Gills Hole Farm, in the parish of Whiteparish, Wiltshire	Farmer ... ..	Salisbury ... ..	13 of 1900	Dec. 8, 1900 ...	Frederick Aston Dawes, Official Receiver	City - chambers, Endless-street, Salisbury
Blackmore, Charles Herbert	165, Broomhall-street, in the city of Sheffield...	Herbalist ... ..	Sheffield ... ..	48 of 1900	Dec. 7, 1900 ...	John Charles Clegg ...	Official Receiver's Offices, Figtree-lane, Sheffield
Davison, Charles ... ..	1, Albert-road, Mexborough, Yorkshire...	Builder ... ..	Sheffield ... ..	14 of 1900	Dec. 7, 1900 ...	John Charles Clegg ...	Official Receiver's Offices, Figtree-lane, Sheffield
Collier, Walter ... ..	Residing at 6, Church-street, Runcorn, in the county of Chester, and carrying on business at 4 and 6, Church-street, Runcorn aforesaid, and also at Halton-road, 19 and 21, Bridge-street, 93, Greenway-road (corner of York-street), Hailwoods-buildings, Devonshire-square, 3, Briscoe-street (corner of Egerton-street), all in Runcorn aforesaid, South-road, Weston Point, near Runcorn aforesaid, 21, Mersey-road, Widnes, and 16, Buttermarket-street, Warrington, both in the county of Lancaster, Main-street, Frodsham, in the county of Chester, and Coal Depôt, London and North-Western Station, Runcorn aforesaid, and also lately carrying on all or some of the businesses at Bridge Foot, Warrington aforesaid, and Byron-street, Runcorn aforesaid	Grocer, Provision Dealer, Baker, and Coal Merchant	Warrington ... ..	10 of 1899	Dec. 10, 1900 ...	Arthur Thraves ...	15, Victoria-street, Liverpool
Bentley, Thomas ... ..	60, Darlington-street, Wigan, Lancashire ...	Butcher ... ..	Wigan ... ..	10 of 1900	Dec. 7, 1900 ...	Thomas H. Winder ...	Official Receiver's Offices, Exchange-street, Bolton
Hill, William (trading as the London Boot and Shoe Repairing Co.)	13, High-street and 61, Bridge-street, both in Evesham, Worcestershire	Boot and Shoe Dealer ...	Worcester ... ..	28 of 1900	Dec. 8, 1900 ...	Luke Jesson Sharp, Official Receiver	45, Copenhagen - street, Worcester
Webb, Edwin (trading as E. Webb and Sons)	Hinton St. George, Somerset ... ..	Builder and Contractor ...	Yeovil ... ..	7 of 1900	Dec. 10, 1900 ...	Frederick Aston Dawes, Official Receiver	City - chambers, Endless-street, Salisbury

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Brown, William Albert and Egan, Patrick (trading as Brown and Egan)	37, Great Tower-street, in the city of London	Spirit Merchants	High Court of Justice in Bankruptcy	603 of 1899	3½d.	First and Final	Dec. 3, 1900	10, Trinity-square, Tower Hill, E.C.
Brown, William Albert (Separate Estate)	37, Great Tower-street, in the city of London	Spirit Merchant	High Court of Justice in Bankruptcy	603 of 1899	7s. 10d.	First and Final	Dec. 3, 1900	10, Trinity-square, Tower Hill, E.C.
Taylor, Sydney Francis Hollis, and Killik, Herbert Rouch (trading in partnership as Taylor and Killik)	Bridge House, 181, Queen Victoria-street, in the city of London	Lithographic Artists	High Court of Justice in Bankruptcy	524 of 1899	5d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Jones, William	11, Pier-street, Aberystwith, Cardigan-shire	Fruiterer and Green-grocer	Aberystwith	2 of 1900	3s. 8d.	First and Final	Dec. 1, 1900	Official Receiver's Offices, 4, Queen-street, Carmarthen
Newbery, Thomas	Whitfield, in the county of Northampton	Corn Dealer	Banbury	1 of 1900	2s. 2½d.	First and Final	Nov. 30, 1900	Official Receiver's Offices, 1, St. Aldate-street, Oxford
Robins, George	Crabbs Cross, in the county of Warwick, residing and carrying on business at Crabbs Cross aforesaid	Grocer	Birmingham	28 of 1900	1s. 6d.	First and Final	Dec. 3, 1900	174, Corporation-street, Birmingham
Tonkinson, William	Residing in lodgings at 21, St. Mark's-street, Birmingham, in the county of Warwick, lately residing and carrying on business at the Stores, 2, the Parade, Birmingham aforesaid	Out of business, late Fruiterer and Beer Retailer	Birmingham	47 of 1900	5d.	First and Final	Nov. 26, 1900	174, Corporation-street, Birmingham
Partington, John	22, Mill-lane, and carrying on business at Essex-street, both in Horwich, Lancashire	Mineral Water Manufacturer	Bolton	3 of 1899	14s. 7½d. (balance of 20s. in the pound) and interest	Supplemental 4 per cent.	Nov. 26, 1900	Official Receiver's Offices, Exchange-street, Bolton
Beard, Abraham	Sleaford, Lincolnshire	Wheelwright and Carpenter	Boston	17 of 1900	10s.	First and Final	Nov. 23, 1900	Official Receiver's Office, Lincoln
Dickins, John George	Aswarby, Lincolnshire	Farmer and Cattle Dealer	Boston	13 of 1900	5s. 1d.	First and Final	Dec. 1, 1900	Walcot, near Falkingham

NOTICES OF DIVIDENDS—continued.

No. 27249.

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Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Fawcett, James (trading as James Fawcett and Co.)	11, Pleasant-street and Lane Close Mills, both in Great Horton, in the city of Bradford	Worsted Manufacturer...	Bradford ... ..	52 of 1900	3s. 2½d.	First and Final	Dec. 3, 1900 ...	Official Receiver's Chambers, 31, Manor-row, Bradford
Richardson, Arthur Sibley	Residing in lodgings at -2, Ebberston-terrace, Victoria-road, in the city of Leeds, and trading at 46 and 48, Manchester-road, in the city of Bradford	Boot and Shoe Factor ...	Bradford ... ..	68 of 1900	4s.	First	Nov. 30, 1900 ...	Bank-chambers, Kettering
Ward, Albert Edward ...	32, White Abbey-road, in the city of Bradford	Wholesale and Retail Chemist	Bradford ... ..	29 of 1900	2s. 11½d.	First and Final	Dec. 3, 1900 ...	Official Receiver's Chambers, 31, Manor-row, Bradford
Innan, George Saunders	Ivanhoe, 220, Queen's Park-road, Brighton, Sussex	Cigar Dealer ... ..	Brighton ... ..	47 of 1900	20s., and 4 per cent. interest	First and Final	Nov. 28, 1900 ...	Offices of Official Receiver, 4, Pavilion-buildings, Brighton
Giles, John ... ..	Forge House, St. Nicholas - at - Wade, Thanet, Kent	Blacksmith ... ..	Canterbury ... ..	35 of 1800	1s. 1½d.	First and Final	Nov. 26, 1900 ...	Official Receiver's Office, 68, Castle-street, Canterbury
Stanley, John William ...	Tondu, near Bridgend, in the county of Glamorgan, who carries on business at the Tondu Engineering Works, Tondu Junction, near Bridgend aforesaid	Iron and Brass Founder	Cardiff ... ..	42 of 1899	2s. 5⅞d.	First and Final	Nov. 27, 1900 ...	117, St. Mary-street, Cardiff
Evans, Samuel ... ..	Brynawel, Cros-inerfach, Llanfihangel-ar-arth, Carmarthenshire	Carpenter and Builder ...	Carmarthen... ..	9 of 1900	5s. 3½d.	First and Final	Dec. 1, 1900 ...	Official Receiver's Offices, 4, Queen-street, Carmarthen
Harvey, John ... ..	Residing at 8, Barstows-causeway and trading at Cox's-court, Townsend, both in Tiverton, Devonshire	Plumber, Painter, and Smith	Exeter ... ..	50 of 1899	7s. 11½d.	First and Final	Nov. 30, 1900 ...	Office of Official Receiver Exeter
Leamon, Sydney... ..	Cliffside, Kirkley, Suffolk, and 8, Devonshire-street, Portland-place, London	Boarding-house Keeper...	Great Yarmouth ...	25 of 1894	11 ½d.	Supplemental	Nov. 26, 1900 ...	Official Receiver's Offices, 8, King-street, Norwich
Cotton, John Shaw, and Cotton, Francis Percy (trading as Cotton and Co.) ... ..	70, John-street, Hanley, and 86, Newport-lane, Burslem, both in Staffordshire	Grocers, Bakers, and Provision Dealers	Hanley ... ..	7 of 1900	1s. 11½d.	First and Final	Nov. 29, 1900 ...	Official Receiver's Office, King-street, Newcastle, Staffordshire
Anderson, Thomas ... ..	Hurst Green, Sussex ... ..	Draper ... ..	Hastings ... ..	43 of 1899	1s.	Second	Dec. 10, 1900 ...	Offices of Muir, Moody, and Co., 60, Watling - street, London, E.C.
Gould, Alfred ... ..	248, High-street and 4, Kelsey-street, South Park, both in Lincoln	Provision Dealer... ..	Lincoln ... ..	29 of 1886	10½d.	Supplementary	Nov. 23, 1900 ...	Official Receiver's Offices, Lincoln

THE LONDON GAZETTE, NOVEMBER 23, 1900.

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NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise	When Payable.	Where Payable.
Hardy, George ... ..	Residing at 51 and 51A, Monson-street, and formerly carrying on business in the New Market, both in the city of Lincoln	Butcher ... ..	Lincoln ... ..	2 of 1900	1s. 3½d.	First and Final	Nov. 23, 1900 ...	Official Receiver's Offices, Lincoln
Affleck, William Foote (carrying on business without a partner under the style of W. F. Affleck and Co.)	Carrying on business at 6, Rinford-place, in the city of Liverpool, and residing at 6, Furness-road, Fallowfield, near the city of Manchester	Iron Merchant ... ..	Liverpool ... ..	26 of 1900	7½d.	First and Final	Nov. 27, 1900 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Thomas, John ... .. and Hughes, William... (carrying on business in copartnership under the style or firm of Thomas and Hughes) ...	82, Strand-road, Bootle, near Liverpool, in the county of Lancaster 1, Melting-avenue, Aintree, Liverpool aforesaid	Builders ... ..	Liverpool ... ..	10 of 1899	9½d.	First and Final	Nov. 23, 1900 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Dimmock, Ellen ... ..	Old Bedford-road, Luton, in the county of Bedford	Straw Hat Manufacturer, a Married Woman, trading separately and apart from her Husband	Luton ... ..	7 of 1900	2½d.	First and Final	Nov. 30, 1900 ...	Official Receiver's Offices, Bridge-street, Northampton
Holt, William ... ..	Now residing at Lyndale, Worsley-road, Swinton, Lancashire, and lately residing at 9, Stafford-road, Swinton aforesaid, and carrying on business at 62, Elizabeth-street, Chetham, Manchester	Joiner, Builder, and Contractor	Manchester ... ..	87 of 1899	20s. and interest at 4 per cent. from date of Receiving Order	First and Final	Dec. 4, 1900... ..	14, Brown-street, Manchester
Chisell, William Henry Pearce (Deceased)	Late of Hungerford, Berkshire ... ..	Late Draper and Clothier and Assistant Overseer	Newbury ... ..	2 of 1900	2s. 10½d.	First and Final	Dec. 3, 1900 ...	Official Receiver's Offices, 1, St. Aldate-street, Oxford
Elliott, Ralph ... ..	Residing at 26, Shiny-row, Bedlington, Northumberland, lately residing at 10, Moore-street, Gateshead, and trading at 1, Wesley-terrace, Felling, both in the county of Durham	Grocer ... ..	Newcastle-on-Tyne	20 of 1900	7d.	First and Final	Dec. 3, 1900 ...	Office of Official Receiver, 80, Mosley-street, Newcastle-on-Tyne
Morgan, John ... ..	Hafren-terrace, Llanidloes, in the county of Montgomery	Draper ... ..	Newtown ... ..	9 of 1900	4s. 5½d.	First and Final	Nov. 28, 1900 ...	Official Receiver's Office, 42, St. John's hill, Shrewsbury
Powell, Thomas Lewis (described in the Receiving Order as Thomas Powell)	The Bell Inn, in the parish of Cwmdauddwr, in the county of Radnor	Licensed Victualler ... ..	Newtown ... ..	2 of 1900	1s. 7d.	First and Final	Nov. 28, 1900 ...	Official Receiver's Office, 42, St. John's-hill, Shrewsbury



NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Coales, John ... ..	Silver-street, Wellingborough, Northamptonshire	Saddler and Harness Maker	Northampton ...	40 of 1888	1s. 11½d.	Second and Final	Nov. 30, 1900 ...	Official Receiver's Offices, Bridge-street, Northampton
Baldry, William John ... ..	Attleborough, Norfolk ... ..	Shoeing Smith ... ..	Norwich ... ..	30 of 1900	1s. 10d.	First and Final	Nov. 26, 1900 ...	Official Receiver's Office, 8, King-street, Norwich
Thomas, George ... ..	Prendergast, in the town and county of Havertfordwest	Poulterer and Game Dealer	Pembroke Dock ...	13 of 1900	7d.	First and Final	Dec. 1, 1900 ...	Official Receiver's Offices, 4, Queen-street, Carmarthen
Penter, Nathaniel ... ..	Polruan, in the county of Cornwall ...	Builder ... ..	Plymouth and East Stonehouse	47 of 1898	1s. 10d.	First and Final	Dec. 4, 1900 ...	Office of Official Receiver, 6, Athensum-terrace, Plymouth
Ford, John Thomas Augustus, the younger	2, Washington-terrace, North End-avenue, Landport, and 101, Malins-road, Landport, Hants	Builder ... ..	Portsmouth ... ..	8 of 1899	9½d.	Second and Final	Nov. 30, 1900 ...	Official Receiver's Offices, Cambridge Junction, High-street, Portsmouth
Stabington, Henry Thomas	The Quay Mills and Keppel Lodge, West-street, Emsworth, Hants	Flour Merchant ... ..	Portsmouth ... ..	27 of 1900	3s.	First	Nov. 30, 1900 ...	Official Receiver's Offices, Cambridge Junction, High-street, Portsmouth
Bowling, James ... ..	54, Talbot-road, Blackpool, in the county of Lancaster	Grocer ... ..	Preston ... ..	18 of 1899	2s. 9d.	Second and Final	Dec. 5, 1900 ...	13, Birley-street, Blackpool
Haley, Percy ... ..	31, Dale-street, Lancaster, and carrying on business at Stonewell, Lancaster, both in the county of Lancaster	Aerated Water Manufacturer	Preston ... ..	30 of 1900	10½d.	First and Final	Nov. 29, 1900 ...	Best and Turner, 21, Bridge-street, Bradford, Incorporated Accountants
Cockings, Charles Mark Palmer (carrying on business under the style or name of James Stevens)	95, High-street, Strood, Kent ... ..	Chemist ... ..	Rochester ... ..	23 of 1900	4s. 2½d.	First and Final	Dec. 6, 1900 ...	King Edward-road, Rochester
Hind, Frank ... ..	Woodside, Belvedere, in the parish of Eith, lately residing at 10, Lower Park-road, Belvedere, and carrying on business at Heron Hill, Nelson-road, and Station-road respectively, all in Belvedere, Kent	Builder, Contractor, Wheelwright, and General Smith	Rochester ... ..	25 of 1899	½d.	Second and Final	Nov. 30, 1900 ...	King Edward-road, Rochester
Greatorex, Rachel Had-den	Belle Vue, Harrow-on-the-Hill, Middlesex	Widow ... ..	St. Albans ... ..	10 of 1891	7s. 8½d.	First and Final	Nov. 28, 1900 ...	Office of Official Receiver, 95, Temple-chambers, Temple-avenue, E.C.
Sedman, Kit (trading as Sedman Bros.)	29, St. Thomas-street, Scarborough, Yorkshire	Butcher ... ..	Scarborough ... ..	22 of 1899	2s. 7½d.	First and Final	Nov. 27, 1900 ...	74, Newborough, Scarborough

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NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final or Otherwise.	When Payable.	Where Payable.
Robinson, Alfred... and Sykes, Arthur Thomas... (carrying on business in copartnership under the respective styles of Robinson and Sykes ... and The Bradford and Man- chester Fent Ware- house Company)	Residing at 39, Main-road, Eastburn, Crosshills, near Keighley, Yorkshire Residing at 37, Wellington-street, Stock- ton-on-Tees, county Durham  At 2, Bishopton-lane, Stockton-on-Tees aforesaid	Drapers and Fent Dealers	Stockton-on-Tees ...	19 of 1900	5s. 6d.	First and Final	Dec. 3, 1900 ...	Trustee's Office, 85, Albert- road, Middlesborough
Bishop, Henry ...	Lately carrying on business at 118, Dis- raeli-road, Putney, Surrey, now residing at 19, Harleyford-road, Kennington, Surrey	Builder ... ..	Wandsworth ...	39 of 1886	1d.	Second and Final	Nov. 30, 1900 ...	4, Beaumont-street, Mile End, London, E.
Jackson, Henry ...	The Law Courts, West Bromwich, Stafford- shire, lately residing at Shifnal, Salop	Magistrate's Clerk ...	West Bromwich ...	7 of 1895	5s.	Second	Dec. 3, 1900 ...	174, Corporation-street, Bir- mingham
Dean, William ...	52, Brackley-street, Goose Green, Pember- ton, Lancashire	Grocer and General Dealer	Wigan ... ..	15 of 1899	2s. 4d.	First and Final	Nov. 28, 1900 ...	Official Receiver's Offices, Exchange-street, Bolton
King, Fred ...	21, Gowthorpe, Selby, previously of Con- way-place, Roundhay-road, and 8, Mar- ket-street, Briggate, both in the city of Leeds, all in Yorkshire	Watchmaker and Jewel- ler, previously Working Watchmaker	York ... ..	38 of 1900	1s. 11½d.	First and Final	Nov. 29, 1900 ...	Official Receiver's Office, 28, Stonegate, York
Powell, Robert ... (Deceased)	Late of Ulleskelf, in the county of York ...	Late Farmer ... ..	York ... ..	33 of 1900	8s. 3½d.	First and Final	Nov. 29, 1900 ...	Official Receiver's Office, 28, Stonegate, York

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day Fixed for Hearing.	Hour.	Place.
Lee, Charles ... ..	Roman Bank, Skegness, Lincolnshire ... ..	Grocer and Draper... ..	Boston ... ..	15 of 1893	Jan. 15, 1901 ...	1 P.M.	Sessions House, Boston
Towner, F. (formerly trading as F. Towner and Coy.)	Whitton Park, Whitton, Hounslow, Middlesex ...	Builder . ... ..	Brentford... ..	14 of 1900	Dec. 21, 1900 ...	2 P.M.	Townhall, Brentford
Harris, Frederick William	Hall-street, Dudley, Worcestershire .... ..	Confectioner ... ..	Dudley . ... ..	4 of 1898	Dec. 14, 1900 ...	12 noon	Court - house, Priory-street, Dudley
Edwards, James ... ..	321, Brockley-road, Brockley, in the county of London	Provision Merchant ... ..	Greenwich ... ..	2 of 1900	Dec. 19, 1900 ...	11 A.M.	Court-house, Burney-street, Greenwich
Hopkinson, George Edward	Residing at 35, Kensington-road, Southport, in the county of Lancaster, and carrying on business at 17, Bold-street, Southport aforesaid	Cabinet Maker and Upholsterer ...	Liverpool ... ..	4 of 1898	Dec. 21, 1900 ...	11 A.M.	Court - house, Government-buildings, Victoria-street, Liverpool

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

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.
Fleckenstein, Walter ..	20, Colebrook-row, Islington, in the county of London, and carrying on business at 31, King-street, Cheapside, in the city of London	Manufacturers' Agent ...	High Court of Justice in Bankruptcy	475 of 1900	Oct. 25, 1900	Discharge suspended for two years. Bankrupt to be discharged as from 25th October, 1902	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities
Heath, George Anthony	Carrying on business at 10 and 12, Heddou-street, Regent-street, in the county of London, and lately residing at 33, Windsor-road, Basing, Middlesex	Jeweller ... ..	High Court of Justice in Bankruptcy	441 of 1900	Oct. 25, 1900	Discharge suspended for two years. Bankrupt to be discharged as from 25th October, 1902	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities
Heinrich, John Louis ..	Late of 1, Metal Exchange-buildings, in the city of London, and residing at 4, Devonshire-villas, Friern Park, North Finchley, Middlesex, and now employed at 22, St. Mary Axe, in the city of London	Late Metal Broker, and now employed as a Commercial Clerk	High Court of Justice in Bankruptcy	1595 of 1899	Oct. 25, 1900	Discharge suspended for three years from 1st February, 1900. Bankrupt to be discharged as from 1st February, 1903; his Public Examination having been concluded on 1st February, 1900	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had continued to trade after knowing himself to be insolvent; and had brought on his bankruptcy by rash and hazardous speculation
Maxwell, Robert Grenfell (described in the Receiving Order as R. Greoufell Maxwell)	Residing at 24, Queen's Gate-terrace, formerly residing at 11, Glendower-place, both in the county of London	Of no occupation ...	High Court of Justice in Bankruptcy	94 of 1900	Oct. 26, 1900	Discharge granted	
Merton, Joseph Sidney (described in the Receiving Order as J. S. Merton)	18, St. Martin's - court, Leicester - square, in the county of London	Solicitor ... ..	High Court of Justice in Bankruptcy	368 of 1898	Oct. 26, 1900	Discharge suspended for two years. Bankrupt to be discharged as from 26th October, 1902	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he 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; and had on a previous occasion been adjudged bankrupt, viz., in 1893
Pearson, Harry John ...	58, Queen's-road, Bayswater, London, W.	Dressmaker and Milliner	High Court of Justice in Bankruptcy	1140 of 1899	Oct. 26, 1900	Discharge suspended for two years. Bankrupt to be discharged as from 26th October, 1902	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he 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; and had continued to trade after knowing himself to be insolvent

ORDERS MADE ON APPLICATIONS 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.
Bush, John ... ..	3, Northumberland-buildings, in the city of Bath, Somersetshire	Solicitor ... ..	Bath ... ..	1 of 1896	Aug. 16, 1900	Discharge granted, subject to debtor, before signing of Order of Discharge, consenting to Judgment being entered against him in this Court for £200, being part of the balance of debts unsatisfied, and specifying how the £200 shall be paid	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that he had brought on or contributed to his bankruptcy by rash and hazardous speculations
Meeds, William... ..	The Barge Inn, Boston, Lincolnshire	Licensed Victualler and Common Brewer	Boston ... ..	2 of 1891	Oct. 9, 1900	Discharge suspended for two years. Bankrupt to be discharged as from 9th October, 1902	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep such books of account as are usual and proper in the business carried on by him, as sufficiently disclose the business transactions and financial position in the three years preceding his bankruptcy; and had continued to trade after knowing himself to be insolvent
Graham, James ... ..	96, Ladywell-road, Lewisham, lately residing at Medusa-road, Catford, both in Kent	Builder ... ..	Greenwich ... ..	16 of 1899	Oct. 5, 1900	Discharge suspended for four years. Bankrupt to be discharged as from 5th October, 1904	Proof of facts mentioned in paragraphs (A.), (B.), (D.), (F.), and (I.), of sub-sec. 3, sec. 8, Bankruptcy Act, 1890
Preston, John ... ..	Residing at Beeby House, Beeby, in the county of Leicester	Farmer ... ..	Leicester ... ..	59 of 1898	Oct. 17, 1900	Discharge suspended for two years	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; had continued to trade after knowing himself to be insolvent; and had within three months preceding the date of the Receiving Order, when unable to pay his debts as they became due, given an undue preference to one of his creditors
Wicks, William John ... ..	23, Wharf-street, late 21, Hotel-street, Leicester	Stationer and General Dealer	Leicester ... ..	126 of 1888	Sept. 26, 1900	Discharged, subject to the following conditions, viz.—Consent to Judgment being entered against him in the County Court of Leicestershire, holden at Leicester, for the sum of £ 12, such sum to be payable by quarterly instalments of £7, the first payment to be made on the 1st day of December, 1900	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

ORDERS MADE ON APPLICATIONS 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.
Witt, Stephen ... ..	Residing and carrying on business at 71, Avenue-road, Southampton, in the county borough of Southampton	Builder ... ..	Southampton ...	14 of 1899	Oct. 16, 1900	Discharge suspended for two years. Bankrupt to be discharged as from 16th October, 1902	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he 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
Gregson, Oswald ... ..	32, Abbey-street, late of 41, Bishophill and 9, King-street, all in York	Draper, trading with Norman Richard Baynes and Harry Baynes as H. Baynes and Co.	York ... ..	34 of 1900	May 8, 1900	Application adjourned until such time as the bankrupt has paid 15s. in the pound	Facts mentioned in sec. 8, sub-section 3 (B.), (L.), and (L.) of Bankruptcy Act, 1890



ADJUDICATIONS ANNULLED

No. 27249.

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Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Adjudication.	Date of Annulment.	Grounds of Annulment.
Carr, Charles Ernest ... ..	The Barracks, Pontefract, Yorkshire ... ..	Lieutenant, King's Own Yorkshire Light Infantry	Wakefield ... ..	19 of 1892	Oct. 25, 1892 ...	Nov. 13, 1900 ...	All the creditors in the Bankruptcy have been paid in full
Banks, Hugh ... ..	Winstanley Hall, Wigan, in the county of Lancaster	Esquire ... ..	Wigan ... ..	4 of 1893	July 22, 1893 ...	Nov. 13, 1900 ...	That the whole of the creditors of the debtor have been paid the amount of their claims in full, and that all costs, charges and expenses of, and incidental to, the said Bankruptcy proceedings have also been duly paid

**APPOINTMENTS OF TRUSTEES.**

Debtor's Name.	Address.	Description	Court.	No.	Trustee's Name.	Address.	Date of Certificate or Appointment.
Guthrie, Robert Graham (professionally known as Ronald Grahame)	10, St. Catherine's-mansions, Fulham, in the county of London	Theatrical Manager ...	High Court of Justice in Bankruptcy	1220 of 1900	Harper, Alfred Cotton	10, Trinity-square, Tower Hill, London, E.C.	Nov. 19, 1900
Robinson, Edmund Allen ...	3B, Hans-crescent, Chelsea, in the county of London	Gentleman ... ..	High Court of Justice in Bankruptcy	1237 of 1900	Elles, Charles Frederick	3, Bucklersbury, London, E.C.	Nov. 17, 1900
Watson, John Thomas ...	Carrying on business at 62 and 64, Queen's- road, Notting Hill, in the county of London	Boot and Shoe Dealer and Clothier	High Court of Justice in Bankruptcy	1191 of 1900	Allen, Frederick William	7 and 8, Railway-approach, London Bridge, S.E.	Nov. 16, 1900
Neill, Albert George Smith	Lucas Farm, Horsted Keynes, Sussex ... ..	Dairy Farmer ... ..	Brighton ... ..	106 of 1900	Pullen, John ...	Scabbs Castle, Lewes-road, Brighton, Cattle Dealer and Farmer	Nov. 19, 1900
Makey, William Thomas and Arnold, William (trading as Makey and Arnold) ... ..	Now residing at 58 and 60, Norman-road, St. Leonards-on-Sea, Sussex, and trading at the same address	Drapers ... ..	Hastings ... ..	34 of 1900	Poppleton, George Graham	3, Barbican, London, Chartered Accountant	Nov. 19, 1900
Orane, William, the younger	Fornocett St. Peter, Norfolk ... ..	Miller and Merchant ...	Norwich ... ..	51 of 1900	Hart, Tacon... ..	Winfarthing, Norfolk, Farmer	Nov. 19, 1900
Neale, William Cleveland ...	Residing and trading at the Lord Nelson Inn, 5, Pump-street, Nottingham	Licensed Victualler ...	Nottingham... ..	53 of 1900	Rhodes, Robert Burns (carrying on business as Robert Rhodes)	18, Low-pavement, Not- tingham, Chartered Ac- countant	Nov. 16, 1900
Thomas, John ... ..	Residing in lodgings at 9, Greenhill-street, Greenheys, Manchester, lately residing and carrying on business at 125, Raby-street, Moss Side, near Manchester, Lancashire	Journeyman Joiner, lately Builder and Contractor	Salford ... ..	15 of 1900	Richardson, William	3, Marsden-street, Man- chester, Chartered Ac- countant	Nov. 19, 1900

Pursuant to the Acts and Rules, notices to the above effect have been received by the Board of Trade.

JOHN SMITH, Inspector-General in Bankruptcy.

THE COMPANIES ACTS, 1862 TO 1890.

WINDING-UP ORDERS.

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date of Order.	Date of Presentation of Petition.
Alexanders Timber Company Limited ... ..	Steam Saw Mills, Dumballs-road, Cardiff... ..	High Court of Justice	00340 of 1900	Nov. 21, 1900 ...	Oct. 31, 1900
Anthracite Iron and Steel Company Limited ... ..	, Leadenhall-street, in the city of London ... ..	High Court of Justice	00351 of 1900	Nov. 21, 1900 ...	Nov. 7, 1900
The Granulin Company Limited ... ..	15, Seething-lane, in the city of London ... ..	High Court of Justice	00310 of 1900	Nov. 21, 1900 ...	Oct. 8, 1900
Jubal Webb Limited ... ..	73, High-street, Kensington, in the county of London ... ..	High Court of Justice	00334 of 1900	Nov. 21, 1900 ..	Oct. 25, 1900
The New Halkyn Lead Mine Limited ... ..	37, Walbrook, in the city of London ... ..	High Court of Justice	00358 of 1900	Nov. 21, 1900 ...	Nov. 8, 1900
The Anglesey Trading Company Limited ... ..	Llanfechell, Anglesey ... ..	Bangor ... ..	2 of 1900	Nov. 19, 1900 ...	July 31, 1900
Segrott and Company Limited ... ..	99, Highcross-street, Leicester ... ..	Leicester ... ..	1 of 1900	Nov. 14, 1900 ...	Oct. 31, 1900
Worcester Glue Size and Gelatine Manufacturing Company Limited	Tybridge-street, in the city of Worcester ... ..	Worcester ... ..	1 of 1900	Nov. 20, 1900 ...	Oct. 6, 1900

**NOTICE OF DAY APPOINTED FOR PUBLIC EXAMINATION.**

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date fixed for Examination.	Names of Persons to be Examined.	Hour.	Place.
W. R. G. Roebuck Limited ...	18, Laurence Pountney-hill, Cannon-street, in the city of London	High Court of Justice	0072 of 1900	Dec. 10, 1900 ... ..	William Robert Godlonton Roebuck, Captain James Edward Hunter, R.N., Joseph William Vandy, Alfred Newton, J. Laitwood, Arthur Bettany, George Shead, Robert Henry Longman	11 A.M.	Bankruptcy - buildings, Carey-street, Lincoln's- inn, London, W.C.

**NOTICES OF INTENDED DIVIDENDS.**

Name of Company.	Address of Registered Office.	Court.	Number.	Last Day for Receiving Proofs.	Name of Liquidator.	Address.
The Auriferous Properties Limited ... ..	5 and 6, Great Winchester-street, London, E.C.	High Court of Justice	00271 of 1896	Dec. 11, 1900 ... ..	George Stapylton Barnes, Senior Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, London, W.C.
The Morgan Newspaper Company Limited ...	Talbot House, Arundel-street, Strand, in the county of London.	High Court of Justice	00260 of 1898	Dec. 11, 1900 ... ..	Harold de Vaux Brougham, Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, London, W.C.

**NOTICE OF APPOINTMENT OF LIQUIDATOR.**

Name of Company.	Address of Registered Office.	Court.	No.	Liquidator's Name.	Address.	Date of Appointment.
The Wakefield Carriage Company Limited...	Sharlston Old Hall, near Wakefield ...	Wakefield ...	2 of 1900	John Freeman Dyson ...	7, New-street, Huddersfield ...	Nov. 6, 1900

Pursuant to the Companies (Winding-up) Act, 1890, and the Rules thereunder, notices to the above effect have been received by the Board of Trade.  
**JOHN SMITH, Inspector-General in Companies Liquidation.**

In the High Court of Justice.—Companies (Winding-up).  
Mr. Registrar Hood.  
No. 00309 of 1900.

In the Matter of the Companies Acts, 1862 to 1893, and in the Matter of the Rosherville Gardens Company Limited.

**T**AKE notice, that by an Order made by the High Court of Justice, upon the application of Harold de Vaux Brougham, the Official Receiver and Provisional Liquidator of the above named Company, and dated the 16th day of November, 1900, it was ordered that the following persons be appointed a Committee of Inspection, to act with the said Official Receiver and Liquidator, namely:—Harry Alfred Spain, of 36, New-road, Gravesend, Kent, a member of the firm of Alfred Spain and Son; Walter Butler, of 4, Windsor-road, Denmark-hill, London, S.E.; and Robert Crofts, of 173, Windmill-street, Gravesend, Kent.—Dated this 22nd day of November, 1900.

H. BROUGHAM, 33, Carey-street, Lincoln's-inn, London, W.C., Official Receiver and Liquidator

**T**HE estates of Messrs. T. M. R. Finlayson and Sons, Cooks and Confectioners twenty-eight Great Junction-street, Leith and Thomas Miles Riddell Finlay-

son, Cook and Confectioner, residing at fifteen Charlotte-street, Leith, James Finlayson, Cook and Confectioner residing at thirty-two Great Junction-street, Leith, and John Finlayson Cook and Confectioner, residing at Number seven Pirrie-street, Leith, the Individual Partners of said firm, as Partners thereof, and as Individuals, were sequestrated on the 19th day of November 1900, by the Court of Session.

The first deliverance is dated the 8th day of November 1900.

The meeting to elect the Trustees and Commissioners is to be held at twelve o'clock noon, on Wednesday the 28th day of November 1900, within Dowell's Rooms, 18 George-street, Edinburgh.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th March 1901.

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.

JAMES G. McQUEEN, 3 Albany-street, Edinburgh, Agent.

20th November 1900.

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*NOTICE.—All Notices and Advertisements are published in the London Gazette at the risk of the Advertiser.*

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*Scale of Charges for Advertisements, which must be received before 2 o'clock on the day previous to publication.*

Bankruptcy Notices (except as below), 5s.

Notices under Bankruptcy (Discharge and Closure) Act, 1887, not already bearing a 10s. stamp, 10s.

Companies Winding-up Notices under compulsory powers of Court, 5s.

Notices under the County Courts Equitable Jurisdiction Act, 1865, when received from the Registrar of County Court Judgments, 10s.

Friendly Societies Notices, 5s.

Notices of Applications to Parliament, either by the number of words as below, or by the number of lines as appearing in the type of the Gazette, as follows:—If not exceeding 10 lines of printed matter, 10s. For each additional 5 lines or under, 5s.

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In Notices of Dissolution of Partnership the signatures of the Partners are not charged for.

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The method of counting combined words, proper names, figures, abbreviations, &c., laid down and published in the Post Office Guide with regard to Telegrams will be adopted for Advertisements in the London Gazette.

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Friday, November 23, 1900.

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