

passing thence in an easterly direction, crossing the lines of the South Eastern Railway by means of a new bridge over the railway, into and along Lysons-road in a southerly direction, passing under the London and South Western Railway at Ash Vale Station, thence in a southerly direction along the road to Ash, and terminating in this road at a point $8\frac{1}{2}$ chains or thereabouts measured in a north-westerly direction from the centre of the bridge over the Basingstoke Canal.

Railway No. 5, commencing by a junction with Railway No. 4 at the point of its termination, passing thence in a south-easterly direction to the west of the main road, across private lands, over the Basingstoke Canal, thence in a south-westerly direction into and along Ash-road, under the South Eastern Railway, and terminating on the county and urban district boundary in the centre of Ash Bridge.

Railway No. 6, commencing by a junction with Railway No. 5 at its point of termination in the centre of Ash Bridge on the urban district and county boundary, proceeding thence in a westerly direction along Ash-road to Aldershot Green, thence in a north-westerly direction into and along High-street, and in a westerly direction into and along Victoria-road, terminating in Victoria-road by a junction with Railway No. 1A at a point 4 chains or thereabouts from its commencement.

Railway No. 6A, commencing in Victoria-road, Aldershot, by a junction with Railway No. 6, at a point $1\frac{1}{2}$ chains or thereabouts from its termination, and terminating in Arthur-street by a junction with Railway No. 1, at a point $5\frac{1}{2}$ chains or thereabouts from its termination.

Railways Nos. 1, 1A, 1B, 6, and 6A, will be wholly situate in the urban district of Aldershot, in the county of Southampton.

Railways Nos. 2A, 3, 3A, 3B, and 3C, will be wholly situate in the urban district of Farnborough, in the county of Southampton.

Railways Nos. 4 and 5 will be wholly situate in the parish of Ash, in the rural district of Farnham, in the county of Surrey.

The said railways are intended to be constructed on and along public and private streets or roads, and for the purpose of constructing the said railways the promoters do not seek to acquire any lands or property other than as hereinafter mentioned, or any rights or interests in such streets or roads other than a right in perpetuity of breaking up the surface of or utilising such streets or roads and executing such other work as may be necessary for constructing, maintaining, working, and using the said railways and works connected therewith.

The following is a description of the lands proposed to be taken, with the quantity and the purpose for which it is proposed to take them:—

(1) For a power station, wordshops, carsheds, dwellings, &c., certain lands in the parish of Farnborough containing about $3\frac{1}{2}$ acres, forming part of the lands numbered 310 and 311 of the ~~1877~~ Ordnance Map for the said parish, second edition, 1897.

(2) For the purpose of widening the Lynchford-road on either side of the Blackwater River and constructing a diversion of the Lynchford-road and a bridge to carry the said road and Railway No. 4 over the South Eastern Railway at North Camp Station, and

for diverting the road to Frimley on the east side of the said North Camp Station, and for the construction of an approach road to the said North Camp Station certain lands, mostly grass, in the said parishes of Farnborough and Ash, containing in the whole one acre or thereabouts.

(3) For the purposes of constructing a bridge with approaches thereto to carry Railway No. 5 over the Basingstoke Canal and for widening Ash-road certain lands in the parish of Ash, consisting of road, embankment, vacant land, towing path, and agricultural land, containing in the whole 2 acres or thereabouts.

The gauge of the proposed railway will be three feet six inches, and the motive power electricity.

A plan of the proposed works and of the lands proposed to be taken, and a book of reference to the plan, and a section of the proposed work may, on and after the 31st of May instant, be seen, and prints of the Order be had on payment of one shilling, at the office of Messrs. May and Co., Wellington-street, Aldershot.

Objections to the proposed scheme should be made to the Light Railway Commissioners, addressed on foolscap paper (written on one side only) to "the Secretary, Light Railway Commission, 54, Parliament-street, Westminster," and a copy of such objections must also be forwarded to the undersigned Solicitors and Parliamentary Agents.

Dated this 16th day of May, 1906.

LEES and BUTTERWORTH, Palace-chambers,
Bridge-street, Westminster, Solicitors
and Parliamentary Agents for the
Promoters.

Light Railway Commission.—May, 1906.

Light Railways Act, 1896.

DUDLEY AND DISTRICT LIGHT RAILWAYS
AMENDMENT ORDER.

NOTICE is hereby given, that application is intended to be made in the month of May, 1906, to the Light Railway Commissioners by the Mayor, Aldermen, and Burgesses of the Borough of Dudley (hereinafter called "the Corporation") for an Order under the Light Railways Act, 1896, amending the provisions of the Dudley and District Light Railways Order, 1898, and the Dudley and District Light Railways (Extensions) Order, 1900, and conferring all necessary powers upon the Corporation in regard (amongst other things) to the borrowing of money for and in respect of the purchase of such of the light railways constructed under the powers of the said orders or either of them as are situate in the borough of Dudley, and the granting by the Corporation of a lease or leases of the said light railways.

Copies of the draft Order may on or after the 31st day of May, 1906, be obtained at the offices of the under-mentioned Town Clerk and Parliamentary Agents, on payment of one shilling per copy.

In accordance with the rules made by the Board of Trade with respect to applications to the Light Railway Commissioners, any objection