

intended to run thereon carriages or trucks adapted to run on railways.

3. The motive power to be used on the said tramways will be animal power, or any mechanical power (including in that expression steam, electric, and any other motive power not being animal power), or partly one such power and partly another.

4. To extend and apply to the proposed tramways, with or without amendment, the provisions of the Keighley Corporation Tramways Order, 1903, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1903, and any other Act or Order relating to the existing tramways in the borough, or otherwise to make provision with respect to the following matters, that is to say:—

Lands; the construction and rails of tramways; penalty for not maintaining rails and roads in good condition; tramways to be kept on level of surface of roads; crossovers, crossings, passing-places, sidings and junctions, alteration of tramways and provisions as to double, single or interlacing tramways; temporary tramways; application of road material; motive power; bye-laws; use of electrical power; alteration of telegraph lines and protection of Postmaster-General; construction of works in, on or under streets for working tramways by electricity or mechanical power; power for Corporation to work tramways and to take fares, rates and charges; power to carry passengers, animals, goods, minerals and parcels; passengers' luggage; provision as to conveyance of workmen; regulations; working and traffic agreements; proposed tramways to form part of tramway undertaking of Corporation; recovery of penalties; mortgages may include rents from tramways; orders of the Board of Trade; audit of accounts; protection of local authority; form and delivery of notices; provisions as to arbitration.

5. To alter and amend the said Order and to extend and apply to the existing tramways all or some of the provisions of the intended Order.

6. The Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges, and will incorporate with itself, with amendments, all or some of the provisions of the Tramways Act, 1870, and the Lands Clauses Acts, and enable the Corporation (in addition to the powers herein specially mentioned) to exercise all or any of the powers by the Tramways Act, 1870, conferred on the persons therein referred to as the promoters.

Plans and sections of the proposed tramways and works and copies of this advertisement will be deposited for public inspection on or before the 30th day of November, 1908, 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 Keighley at his office in Keighley, 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, 1908, 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 undersigned Town Clerk 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, 1909, and copies of such objections must at the same time be sent to the undermentioned Town Clerk 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 19th day of November, 1908.

WM. BAGSHAW, Town Clerk, Keighley.

SHARPE, PRITCHARD and Co., 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1909.

#### CENTRAL LONDON RAILWAY.

(New Railway and Works; Provisions as to Stations and Underpinning and as to Acquisition of Lands and Use of Subsoil; Agreements with other Railway Companies as to Communications between Stations; Agreements with the Corporation of London, the London County Council and other Authorities; Additional Capital; Power to Issue Authorized Capital as Preference Capital; Interest during Construction; Special Constables on Company's Premises; 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):—

1. To empower the Company to make and maintain the underground railway, subways 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, stagings, buildings, apparatus, generating plant, depôts, machinery, appliances, works and conveniences (that is to say):—

A railway, to be situate wholly in the parish of the city of London, in the city of London, in the county of London, commencing in and under Old Broad-street by a junction with the existing railway of the Company at its termination 50 yards, or thereabouts, south of Throgmorton-street and terminating at a point under the Great Eastern Railway 40 yards, or thereabouts, south of Skinner-street and 30 yards, or thereabouts, west of Bishopsgate-street Without.

A subway (No. 1), to be situate in the parishes of St. George, Bloomsbury, and St. Giles-in-the-Fields, in the metropolitan borough of Holborn, in the county of London, in and under High Holborn, commencing at a point 40 yards, or thereabouts, west of Newton-street, and terminating at the junction of High Holborn with Southampton-row and Kingsway.

A subway (No. 2), to be situate wholly in the parish of the city of London, in the city of London, in the county of London, commencing in and under Mansion House-street at or near