



# The London Gazette.

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FRIDAY, NOVEMBER 26, 1886.

*Foreign Office, November 25, 1886.*

**T**HE Earl of Iddesleigh, G.C.B., Her Majesty's Principal Secretary of State for Foreign Affairs, has received a Despatch, dated the 14th of October, from the British Vice-Consul at Santo Domingo, stating that the blockade of the port of Monte Christi has been raised, since the 8th of October, by the Dominican Government.

**A**T the Court at *Windsor*, the 10th day of *November*, 1886.

PRESENT,

The QUEEN's Most Excellent Majesty in Council-

**W**HEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the fifth day of November, one thousand eight hundred and eighty-six, in the words following, viz.:

"Whereas we have had under our consideration the question of continuing to grant Pensions to the Widows of Officers of Your Majesty's Navy, and Compassionate Allowances to their children, in cases in which the marriages take place after the retirement of the Officers from the Active List.

"And whereas we are of opinion that the regulations in regard to the privileges in question should be modified.

"We do therefore beg leave to recommend that Your Majesty will be graciously pleased by Your Order in Council to direct, as regards future marriages of Naval Officers, that the Widows and Children of the Officers in question shall not be eligible for the grant of Pensions and Compassionate Allowances unless the marriages take place during the time the Officers are borne on the Active List. This Regulation to apply only to Officers now on the Active List, or who may be placed thereon subsequently to the date hereof, and in no way to affect the claims in respect of Officers already retired."

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

*C. L. Peel.*

**A**T the Court at *Windsor*, the 10th day of *November*, 1886.

PRESENT,

The QUEEN's Most Excellent Majesty in Council

**W**HEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the fifth day of November; one thousand eight hundred and eighty-six, in the words following, viz. :—

"Whereas we have had under our consideration the regulations governing the award of Pensions to Widows of Officers of Your Majesty's Navy, and Compassionate Allowances to their children.

"And whereas we are humbly of opinion that time spent by such Officers on the Retired List should not be operative either for creating or for increasing pension rights.

"We do therefore beg leave to recommend that Your Majesty will be graciously pleased by Your Order in Council to direct that Art. 2067 of the Regulations for the government of Your Majesty's Navy shall be modified so that, as regards future marriages, Service on the Active List only shall reckon as qualifying time for the privileges in question. The alterations in question to apply only in respect of Officers now on the Active List or placed thereon subsequently to the date hereof; and in no way to affect the claims in respect of Officers already retired.

"We would, however, recommend that Your Majesty will be pleased to provide that the special rate of pension applicable to the rank of Paymaster-in-Chief may still be awarded to Widows of those Officers, the rank of Paymaster-in-Chief being only obtainable at the time of their retirement."

Her Majesty having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

*C. L. Peel.*

**A**T the Council Chamber, Whitehall, the 24th day of November, 1886.

By Her Majesty's Most Honourable Privy Council.

**T**HE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Acts, 1878 to 1886, and of every other power enabling them in this behalf, and with reference especially to Article 96 of The Animals Order of 1886, do hereby license the Local Authority for the county of Leicester, to dig up or cause to be dug up, within fourteen days after the date of this Licence, the carcase of a certain pig belonging to John Clarke, of Great Easton, in the county of Leicester, and recently buried near to a certain well, subject to the following conditions:

1. The carcase shall be dug up in the presence of, and under the superintendence of, an officer specially appointed in that behalf by the Local Authority.
2. The carcase dug up shall be, as far as practicable, covered with quick lime, and shall then be removed, and re-buried in the presence of, and under the superintendence of, the said officer, as soon as possible in some proper place, and shall be covered with a sufficient quantity of quick lime or other disinfectant, and with not less than six feet of earth.
3. The expenses of and incidental to the digging up, removal, and burial of the carcase shall be defrayed by the Local Authority.
4. This Licence is revocable by the Privy Council.

*Herbert M. Suft.*

(PLEURO-PNEUMONIA.)

**A**T the Council Chamber, Whitehall, the 25th day of November, 1886.

By Her Majesty's Most Honourable Privy Council.

**T**HE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Acts, 1878 to 1886, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. The limits of the following Place which is declared by order of the Local Authority acting in and for the county of Aberdeen, dated the seventeenth day of August, one thousand eight hundred and eighty-six, to be a Place infected with pleuro-pneumonia (namely),—the byres and all the grassfields on the Home Farm of Eden, parish of King Edward, occupied by Mr. Alexander Bartlet,—are hereby contracted or altered so as only to include the Place as described in the Schedule to this Order, and the Place so described in the Schedule to this Order shall from and after the commencement of this Order be deemed to be the Place declared by the said order of the Local Authority to be a Place infected with pleuro-pneumonia.

2. This Order shall take effect from and immediately after the twenty-seventh day of November, one thousand eight hundred and eighty-six.

*C. L. Peel.*

SCHEDULE.

A Place comprising the byres and all the grass fields (excepting the byre situated in the east wing

of the stading) on the Home Farm of Eden, parish of King Edward, occupied by Mr. Alexander Bartlet.

THE CONTAGIOUS DISEASES (ANIMALS) ACTS, 1878 to 1886.

THE Lords of the Council have licensed the Local Authority for the county of Middlesex to destroy the carcasses of Animals, Horses, Asses, or Mules that have died of pleuro-pneumonia, foot-and-mouth disease, sheep-pox, sheep-scab, glanders, farcy, or swine-fever, or that have been slaughtered in consequence of being affected with sheep-pox, glanders, farcy, or swine-fever, and the carcasses of Animals that have died of anthrax, or that have been slaughtered in consequence of being affected with anthrax, at the following place (that is to say):

At certain premises in the occupation of Harrison, Barber and Company, Limited, and being No. 186, York-road, King's Cross, in the county of Middlesex.

The Lords of the Council have licensed the Local Authority for the Burgh of Glasgow to destroy the carcasses of Animals, Horses, Asses, or Mules that have died of pleuro-pneumonia, foot-and-mouth disease, sheep-pox, sheep-scab, glanders, farcy, or swine-fever, or that have been slaughtered in consequence of being affected with sheep-pox, glanders, farcy, or swine-fever, at the following place (that is to say):

All and whole that piece of ground lying on the south-east side of Old Keppochhell-road, Glasgow, near the line of the North British Railway Company: bounded on the south-west by the said road; on the north-west and north by the property of Charles Tennant and Company, Manufacturing Chemists, St. Rollox; and on the east by ground now or lately occupied by the Proprietors of the Clyde Chemical Works.

The Licence granted by the Lords of the Council on the 8th day of December, 1880, licensing the Local Authority for the county of Middlesex to destroy carcasses at certain premises in the occupation of George Ebenezer Stronach, in Brandon-road, York-road, King's Cross, has been revoked.

Agricultural Department, Privy Council Office,  
23rd November, 1886.

*Chancery of the Order of  
Saint Michael and Saint George,  
Downing Street, November 24, 1886.*

ERRATUM in the London Gazette of the 26th of October, 1886:—

In the list of appointments to the Second Class, or Knights Commanders of the Most Distinguished Order of Saint Michael and Saint George, for the words—

John Gordon Sprigg, Esq., Premier of the Cape of Good Hope,

Read the following:—

John Gordon Sprigg, Esq., formerly Premier of the Cape of Good Hope.

*St. James's Palace, November 24, 1886.*

THE Queen has been pleased to appoint Francis Robert, Earl of Rosslyn to be Captain of Her Majesty's Honourable Corps of Gentlemen-at-Arms, in the room of George William, Viscount Barrington, deceased.

*Foreign Office, October 26, 1886.*

THE Queen has been graciously pleased to appoint Charles Stewart Smith, Esq., now Her Majesty's Vice-Consul in the Dominions of the Sultan of Zanzibar, to be Her Majesty's Vice-Consul at Massowah.

*Foreign Office, November 25, 1886.*

THE Queen has been pleased to approve of Mr. John Bell Irving, as Consul-General at Hong Kong for the King of the Hawaiian Islands.

The Queen has also been pleased to approve of Mr. Andrew A. Joseph as Consul at Quebec, with jurisdiction over that part of the Province of Quebec which comprises the judiciary districts of Arthabasca, Beauce, Chicoutimi, Gaspé, Kamouraska, Montmagny, Quebec, Rimouski, Saguenay, Saint François, and Three Rivers, for His Majesty the King of the Belgians.

The Queen has also been pleased to approve of Mr. Eustathius Chronopoulos as Consul at Malta for His Majesty the King of the Hellenes.

The Queen has also been pleased to approve of Mr. William C. Hall as Consul at Prescott for the United States of America.

The Queen has also been pleased to approve of Mr. Leopold Hess as Vice-Consul at Port Alfred for the German Empire.

The Queen has also been pleased to approve of Mr. Lorenzo Rolland as Vice-Consul for Spain at Glasgow.

The Queen has also been pleased to approve of Mr. Jorje de Artola as Vice-Consul in London for the Republic of Bolivia.

*Downing Street, November 25, 1886.*

THE Queen has been pleased to appoint Luigi Ganado, Esq., LL.D., to be one of Her Majesty's Judges for the Island of Malta.

*Whitehall, November 24, 1886.*

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, for granting unto the Reverend Thomas Legh Cloughton, M.A. the place and dignity of a Canon in the Cathedral Church of Worcester, void by the death of the Reverend John Ryle Wood.

*Education Department, Whitehall,*

*November 15, 1886.*

THE Lords of the Committee of the Privy Council on Education have issued an order this day, under Section 41 of the Elementary Education Act, 1876, for the dissolution of the under-mentioned School Board:—

St. Peter (extra-municipal) ... Worcester

(H. 7431).

*Board of Trade (Harbour Department),*

*London, November 25, 1886.*

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, enclosing the following résumé of all the localities which have been placed up to date by the Spanish Government under quarantine and observation:—

Spain.

Home Office.

General Direction of Public Aid and Sanitation, Circulars.

IN accordance with Articles 30 and 35 of the Law of Sanitation and the Order of December 10, 1874, this General Direction has determined to declare foul all persons proceeding from the city of Rosario which have been at sea since the 8th of the present month of November, and to ordain that they shall undergo the consequent quarantine in foul lazaret, the which I communicate to you for your information, in accordance with the Order of April 24, 1875 (Gaceta of the 25th).

The Director-General,

TEODORÓ BARO.

To the Governor of the Maritime Provinces and the Commander-General of Ceuta.

Madrid, November 14, 1886.

What is contained in the following recapitulation is to be understood as now in force, in accordance with the Decrees cited.

Rigorous Quarantine.

Europe.

Venice (Italy), Cholera Order of March 15, 1886 (Gaceta of the 17th).

Gulf of Venice and District of Brindisi (Italy), Cholera Order of April 19 (Gaceta 20th).

Province of Lecci (Italy), Cholera Order of April 28, 1886 (Gaceta 29th).

Gulfs of Trieste and Quarnero (Austria), Cholera Order of July 10 last (Gaceta 11th).

Province of Ferrara (Italy), Cholera Order of August 5 last (Gaceta 6th).

Province of Naples (Italy), Cholera Order of September 24 (Gaceta 25th).

Gulf of Cagliari (Italy), Cholera Order of September 27, 1886 (Gaceta 28th).

Gulf of Genoa (Italy) Cholera Order of November 6 (Gaceta 7th).

Gulf of Spezzia (Italy), Cholera Order of November 10, 1886 (Gaceta 11th).

Asia.

Empire of China (exception Amoy; ? spelt Emuy), declared clean, April 16, 1886 (Gaceta 17th), Cholera Order of September 13, 1883 (Gaceta 14th).

Hindustan, Cholera Order of April 21, 1884 (Gaceta 22nd).

Persian Gulf, Levantine Plague Order of May 14, 1884 (Gaceta 17th).

Mindanao, Philippines (Spain), Cholera Order of May 20, 1884 (Gaceta 25th).

Saigon, Cochin China (France), Cholera Order of May 28, 1884 (Gaceta, July 2nd).

America.

Venezuela and United States of Columbia, Yellow Fever Order of February 20, 1880 (Gaceta of the 23rd), except Guiria, declared clean on July 3, 1886 (Gaceta 6th).

Uruguayana (Brazil) Cholera Order of July 23, 1881 (Gaceta 24th).

Rio Janeiro (Brazil) Yellow Fever Order of April 8, 1885 (Gaceta 12th).

Gulf of Honduras, Yellow Fever Order of November 3, 1886 (Gaceta 4th).

Quarantine of Observation.

Europe.

Ports of the Adriatic, Cholera Order of April 19, 1886 (Gaceta 20th), except the Gulfs of Venice, Trieste, and Quarnero, and district of Brindisi, which have been declared foul.

The above I communicate to you for your information, and for that of the Directions of Sanitation in the territory under your command,

desiring you to publish it in the Official Gazette of your province as a commercial notice.

The Director-General,

TEODORO BARÓ,

To the Governors of the Maritime Provinces, and the Commander-in-Chief of Ceuta.

Madrid, November 13, 1886.

(H. 7503.)

*Board of Trade (Harbour Department),  
London, November 26, 1886.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Consul at St. Petersburg, enclosing the following translation of the Rules officially promulgated on the 7th instant, regulating the passage of steam vessels through the Neva entrance to the St. Petersburg-Cronstadt Maritime Canal:—

RULES for passing through the Neva entrance to the St. Petersburg-Cronstadt Maritime Canal.

Confirmed by the Minister of Public Works on the 18th (30th) July, and officially promulgated on the 26th October (7th November), 1886:

Sec. 1. A steamer intending to pass through to the Neva entrance shall, when approaching that entrance, give a prolonged whistle and lower her flag half-mast or half-spankerboom high.

Sec. 2. So soon as the signalman at the mast of the canal entrance shall perceive that a vessel intends to pass through the entrance, he will signal whether the vessel may enter and whether she must expect to meet another vessel in the entrance.

(a.) A red flag\* hoisted on the signal mast will indicate that no vessel shall pass through the Neva entrance of the canal.

(b.) A green flag hoisted on the signal mast shall indicate permission to proceed through the entrance, but that the entering vessel must be prepared to meet another in the entrance.

(c.) The absence of any signal will indicate that the passage is free, and that vessels may proceed through the entrance.

Sec. 3. Vessels issuing out of the canal against the stream, shall keep to the side of the Southern Damb (steer port), and vessels proceeding from St. Petersburg when meeting others in the canal coming from sea, shall keep to the side of the Northern Damb (also steering port).

Sec. 4. In foggy weather merchant or private vessels shall not enter the canal from the St. Petersburg end.

Sec. 5. During a thick fog no merchant or private vessels shall be allowed to proceed along the canal.

Sec. 6. Vessels proceeding from St. Petersburg along the old or shallow channel, as also vessels proceeding to St. Petersburg along the same channel, shall not cross the line of the red buoys, and therefore, when going from St. Petersburg, they must have they the red buoys on the left or port side, and when proceeding to St. Petersburg they must leave the buoys on the starboard side.

Sec. 7. The signals will be shown only during the day, from sunrise to sunset.

\* Observation to Sec. 2. The red and green flags mentioned in Sec. 2 will be hoisted at the top of the mast under the flag of the Ministry of Public Works; the red and blue flags (both together, one below the other), hoisted at the yard-arm of the same mast, indicate the height of water in relation to ordinary level.

(H. 7511.)

*Board of Trade (Harbour Department),  
London, November 24, 1886.*

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 Rome, stating that in consequence of the complete cessation of cholera in the city of Cagliari, the Ordinance of Maritime Health have decreed that from 17th instant the quarantine imposed on arrivals from Sardinia at the small adjacent islands, with the exception of Asinara, will cease, and for it will be substituted the sanitary treatment now existing in all the remainder of the kingdom, and this treatment will be extended to the ships bound for those small islands which are now undergoing observation.

(H. 7512.)

*Board of Trade (Harbour Department),  
London, November 24, 1886.*

THE Board of Trade have received through the Secretary of State for the Colonies a copy of a Telegram, dated 20th instant, from the Governor of Malta, stating:—"Passengers from Mediterranean ports, Constantinople, Suez, must bring certificate that have not been in continental Italy or Austro-Hungarian Adriatic provinces within fifteen or seven days respectively from embarkation. Vessels from these places not admitted, except for coaling, before expiration of fifteen or seven days."

(H. 7537.)

*Board of Trade (Harbour Department),  
London, November 25, 1886.*

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 Vienna, stating that the Imperial Ministry of Commerce has withdrawn the medical examination and disinfection of effects on Hungaro-Croatian arrivals in Austro-Illyrian ports; in Dalmatia the period of observation for arrivals from the Austro-Illyrian coast has been reduced to three days, and from the Hungaro-Croatian coast to twenty-four hours.

(H. 7542.)

*Board of Trade (Harbour Department),  
London, November 25, 1886.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Telegram, dated 24th instant, from Her Majesty's Representative at Lisbon, stating that Rio de Janeiro is declared to be infected with cholera from October 24th, and that the other ports of the province are suspected.

(H. 7601.)

*Board of Trade (Harbour Department),  
London, November 26, 1886.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Telegram, dated to-day, from Her Majesty's Representative at Alexandria, stating that arrivals from Trieste and all Austrian ports are now admitted to free pratique in Egypt.

*Admiralty, 22nd November, 1886.*

*Royal Marine Light Infantry.*

Lieutenant-Colonel James Woodward Scott to be Aide-de-Camp to Her Majesty. Dated 5th October, 1886.

Major Arthur Emerson Chapman, having completed his period of service in the Auxiliary Forces, reverts to the Establishment from the Seconded List. Dated 15th November, 1886.

Lieutenant Charles Gisborne Brittan to be Captain, vice Rumley, placed on half-pay. Dated 5th November, 1886.

*Admiralty, 23rd November, 1886.*

Engineer Charles Lane has been promoted to the rank of Chief Engineer in Her Majesty's Fleet. Dated 9th November, 1886.

Engineer William Henry Riley has been promoted to the rank of Chief Engineer in Her Majesty's Fleet. Dated 17th November, 1886.

The following promotions have been made:—

Engineer Charles William Thorne to be Acting Chief Engineer in Her Majesty's Fleet.

Engineers:

James Henry Gilbert,

William Thomas Allen,

to be Chief Engineers in Her Majesty's Fleet.

Dated 22nd November, 1886.

*Admiralty, 24th November, 1886.*

Staff Commander George Stanley has been promoted to the rank of Staff Captain in Her Majesty's Fleet. Dated 23rd November, 1886.

Navigating Lieutenant George Stephen Keigwin has this day been promoted to the rank of Staff Commander in Her Majesty's Fleet.

*India Office, 26th November, 1886.*

THE Queen has approved of the following Promotions among the Officers of the Staff Corps and Indian Military Forces made by the Governments in India:—

#### BENGAL STAFF CORPS.

*To be Lieutenant-Colonel.*

Major and Brevet Lieutenant-Colonel George Robert James Shakespear. Dated 7th September, 1886.

*To be Major.*

Captain Alfred George Yaldwyn. Dated 14th September, 1886.

*Lieutenants to be Captains.*

Edward William Fane Martin.

Arthur Arnold Barrett.

Hugh Roddam Tate.

Howard Goad.

John Eccles Nixon.

John Mark Anthony Retallick.

James Alexander Bell.

Eaton Aylmer Travers.

Cecil Barry Brownlow.

George Augustus Williams.

Walter Cook.

Alan Coddington Batten.

Ernest William Cunliffe.

Laurence Julius Elliott Bradshaw.

Dated 10th September, 1886.

John Graham Smith.

Alexander Edward Pelham Burn.

George William Younghusband.

Dated 21st September, 1886.

#### BENGAL CAVALRY.

*To be Lieutenant-Colonel.*

Major Henry Arthur Fletcher. Dated 4th September, 1886.

#### BENGAL INFANTRY.

*To be Lieutenant-Colonels.*

Major William Ironside Bax. Dated 4th September, 1886.

Major and Colonel John Howard Broome. Dated 18th September, 1886.

Major Eric Colvin Sutherland Jackson. Dated 20th September, 1886.

#### BENGAL MEDICAL ESTABLISHMENT.

*To be Deputy Surgeon-General.*

Brigade Surgeon George Farrell, C.B. Dated 2nd September, 1886.

#### MADRAS STAFF CORPS.

*Lieutenants to be Captains.*

Herbert Frecheville Smyth Ramsden.

Herbert Leonard Hutchins.

Charles Eliot Poynder.

William du Gard Gray.

Richard Kinlock Téversham.

John Francis Wilson.

Dated 10th September, 1886

Harland FitzLyddon Farrant.

Dated 1st October, 1886.

#### BOMBAY STAFF CORPS.

*Lieutenants to be Captains.*

Charles Reginald Phillipps.

John Christopher Swann.

George Fitz Austin Gavin.

Herbert Godfray.

William St. Lucien Chase, V.C.

Henry William Seymour.

Dated 10th September, 1886.

George Eusèbe Even.

Hugh Barwell Warden.

Dated 21st September, 1886.

*War Office, 26th November, 1886.*

#### MILITIA.

##### ROYAL ARTILLERY.

*3rd Brigade, Scottish Division,* Charles Alexander RoomsleCocq, Gent., to be Lieutenant. Dated 27th November, 1886.

*4th Brigade, Scottish Division,* Lieutenant D. M. Anderson resigns his Commission. Dated 27th November, 1886.

*7th Brigade, North Irish Division,* Lieutenant-Colonel E. R. Bayly is granted the honorary rank of Colonel. Dated 27th November, 1886.

##### INFANTRY.

*3rd Battalion, the Queen's (Royal West Surrey Regiment),* Charles Montgomerie Ryan, Gent., to be Lieutenant. Dated 27th November, 1886.

*4th Battalion, the Bedfordshire Regiment,* William Horsman Goldfinch, Gent., to be Lieutenant. Dated 27th November, 1886.

*4th Battalion, the Royal Welsh Fusiliers,* Captain and Honorary Major C. Morgan resigns his Commission; also is permitted to retain his rank, and to wear the prescribed uniform on his retirement. Dated 27th November, 1886.

*3rd Battalion, the South Wales Borderers,* Henry Jacob Vaughan Phillips, Gent., to be Lieutenant. Dated 27th November, 1886.

*3rd Battalion, the Royal Inniskilling Fusiliers,* Major and Honorary Lieutenant-Colonel J. M. A. C. Richardson to be Lieutenant-Colonel. Dated 9th October, 1886.

Captain and Honorary Major F. J. Hort to be Major. Dated 27th November, 1886.

*3rd Battalion, the Gloucestershire Regiment,* Captain and Honorary Major W. F. G. Guise to be Major. Dated 27th November, 1886.

*4th Battalion, the Gloucestershire Regiment,* Captain and Honorary Major L. E. Goodall to be Major. Dated 27th November, 1886.

Lieutenant C. A. Cottrell-Dormer to be Captain. Dated 27th November, 1886.

*4th Battalion, the East Surrey Regiment,* Lawrence Challoner Garratt, Gent., to be Lieutenant. Dated 27th November, 1886.

*3rd Battalion, the Essex Regiment,* Percy Tatham, Gent., to be Lieutenant. Dated 27th November, 1886.

3rd and 4th Battalions, the Queen's Own (Royal West Kent Regiment), Captain R. L. Pemberton resigns his Commission. Dated 27th November, 1886.

5th Battalion, the Royal Irish Rifles, Lieutenant G. H. Brush resigns his Commission. Dated 27th November, 1886.

#### YEOMANRY CAVALRY.

Ayrshire, John Wallace, Gent., to be Lieutenant. Dated 27th November, 1886.

#### VOLUNTEER CORPS.

##### ARTILLERY.

1st Fifeshire, Captain D. Storrar is granted the honorary rank of Major. Dated 27th November, 1886.

1st Forfarshire, Captain and Honorary Major D. A. McCorquodale resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1886.

James Alexander Hill Macnair, Gent., to be Lieutenant. Dated 27th November, 1886.

1st Inverness-shire, George Gordon Macpherson, Esq., late Lieutenant and Captain Coldstream Guards, to be Lieutenant (Supernumerary). Dated 27th November, 1886.

1st Kent, Acting Surgeon J. I. Boswell resigns his appointment. Dated 27th November, 1886.

3rd Lancashire, Surgeon A. A. Corte is granted the honorary rank of Surgeon-Major. Dated 27th November, 1886.

7th Lancashire (the Manchester), Captain A. L. Macleroy resigns his Commission. Dated 27th November, 1886.

2nd Middlesex, Surgeon and Honorary Surgeon-Major R. T. Daniell resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1886.

3rd Middlesex, Lieutenant A. M. Lumley resigns his Commission. Dated 27th November, 1886.

1st Northumberland and Sunderland, Charles McKenzie, Gent., to be Lieutenant. Dated 27th November, 1886.

1st Sussex, Lieutenant W. P. Breach resigns his Commission. Dated 27th November, 1886.

##### ENGINEER.

1st Cheshire, Lieutenant R. Montgomery to be Captain. Dated 27th November, 1886.

1st Gloucestershire (the Western Counties), Lieutenant J. W. Coren resigns his Commission. Dated 27th November, 1886.

##### The Volunteer Submarine Miners.

The Tees Division, John T. Belk, Esq., to be Honorary Captain Commandant. Dated 27th November, 1886.

##### RIFLE.

2nd Cambridgeshire (Cambridge University), The undermentioned Officers resign their Commissions:—

Captain J. E. C. Bradley. Dated 27th November, 1886.

Lieutenant C. N. Adams. Dated 27th November, 1886.

2nd Cheshire (Earl of Chester's), Lieutenant H. C. Arrowsmith resigns his Commission. Dated 27th November, 1886.

1st Cumberland, Alfred Arthur Williams, Gent., to be Lieutenant. Dated 27th November, 1886.

1st (Exeter and South Devon) Volunteer Battalion, the Devonshire Regiment, Lewis Drew Thomas, Gent., to be Lieutenant. Dated 27th November, 1886.

2nd (Prince of Wales's) Volunteer Battalion, the Devonshire Regiment, Captain John Jerome Quill, Royal Marine Light Infantry, to be Adjutant, in succession to Brevet Major A. E. Chapman, Royal Marine Light Infantry, whose period of service in that appointment expires. Dated 15th November, 1886.

4th Volunteer Battalion, the Devonshire Regiment, Captain J. D. Prickman resigns his Commission. Dated 27th November, 1886.

1st Dorsetshire, Bertram Edmund Freame, Gent., to be Lieutenant. Dated 27th November, 1886.

1st Edinburgh (the Queen's, City of Edinburgh Rifle Volunteer Brigade), The undermentioned Lieutenants resign their Commissions:—

J. R. Shand. Dated 27th November, 1886.

S. L. Moffat. Dated 27th November, 1886.

3rd Volunteer Battalion, the Essex Regiment, Douglas Raymond Pelly, Gent., to be Lieutenant. Dated 27th November, 1886.

2nd Forfarshire (Angus), Captain W. Oswald resigns his Commission. Dated 27th November, 1886.

3rd Forfarshire (Dundee Highland), Lieutenant-Colonel R. N. Reid resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1886.

2nd Glamorgan, Frederick William Ensor, Gent., to be Lieutenant. Dated 27th November, 1886.

2nd Volunteer Battalion, the Gloucestershire Regiment, Honorary Major Lorenzo George Lysons (retired) to be Major. Dated 27th November, 1886.

2nd Volunteer Battalion, the Hampshire Regiment, Lieutenant Henry Baker to be Captain. Dated 27th November, 1886.

1st Lanarkshire, Edward Campbell, Gent., to be Lieutenant (Supernumerary). Dated 27th November, 1886.

6th Lanarkshire, Lieutenant A. C. Young resigns his Commission. Dated 27th November, 1886.

Acting Surgeon J. E. Fairlie resigns his appointment. Dated 27th November, 1886.

8th Lanarkshire (the Blythswood), Captain and Honorary Major A. R. Goldie resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1886.

Lieutenant R. Walker to be Captain. Dated 27th November, 1886.

Lieutenant A. Simpson, jun, resigns his Commission. Dated 27th November, 1886.

2nd Volunteer Battalion, the Loyal North Lancashire Regiment, Captain and Honorary Major T. C. Ansdell to be Major. Dated 27th November, 1886.

Lieutenant G. J. French to be Captain. Dated 27th November, 1886.

3rd Middlesex, Lieutenant W. A. Dixey resigns his Commission. Dated 27th November, 1886.

21st Middlesex (the Finbury), Lieutenant L. N. Lardner resigns his Commission. Dated 27th November, 1886.

*2nd Volunteer Battalion, the Royal Fusiliers (City of London Regiment)*, Captain and Honorary Major Joseph H. Taylor, from the 2nd Volunteer Battalion, the Northumberland Fusiliers, to be Captain. Dated 27th November, 1886.

Lieutenant William Whitaker Thompson, from the 3rd Volunteer Battalion, the Duke of Wellington's (West Riding Regiment) to be Captain. Dated 27th November, 1886.

*1st Volunteer Battalion, the Norfolk Regiment*, Lieutenant C. F. Gurney resigns his Commission. Dated 27th November, 1886.

Edward Morgan Hansell, Gent., to be Lieutenant (Supernumerary). Dated 27th November, 1886.

*1st Northamptonshire*, Acting Chaplain the Reverend H. Lindsay resigns his appointment. Dated 27th November, 1886.

*1st Volunteer Battalion, the Northumberland Fusiliers*, Major G. D. A. Clark is granted the honorary rank of Lieutenant-Colonel. Dated 27th November, 1886.

William Moore, Gent., to be Lieutenant. Dated 27th November, 1886.

*1st Oxfordshire (Oxford University)*, The undermentioned Captains resign their Commissions:—

C. E. Russel-Rendle. Dated 27th November, 1886.

R. B. Thompson. Dated 27th November, 1886.

T. W. Bourne. Dated 27th November, 1886.

The undermentioned Lieutenants to be Captains:—

C. D. Kimber. Dated 27th November, 1886.

E. J. Trustram. Dated 27th November, 1886.

R. P. Henniker. Dated 27th November, 1886.

*2nd Oxfordshire*, Acting Surgeon E. Cotterell resigns his appointment. Dated 27th November, 1886.

*1st Perthshire*, The undermentioned Captains are granted the honorary rank of Major:—

J. Clark. Dated 27th November, 1886.

A. Gibson. Dated 27th November, 1886.

*2nd Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry)*, Fred Perry, Gent., to be Lieutenant (Supernumerary). Dated 27th November, 1886.

*1st Stirlingshire*, Major Dongan James MacGregor MacDonald, 1st Battalion, Princess Louise's (Argyll and Sutherland Highlanders), to be Adjutant in succession to Major G. L. O'Sullivan, whose period of service in that appointment has expired. Dated 11th November, 1886.

*1st Volunteer Battalion, the Worcestershire Regiment*, Major R. T. Watson is granted the honorary rank of Lieutenant-Colonel. Dated 27th November, 1886.

*1st West Riding of Yorkshire*, The Reverend Alfred Evans Vinter, M.A., to be Lieutenant (Supernumerary). Dated 27th November, 1886.

*2nd Volunteer Battalion, the York and Lancaster Regiment*, Acting Chaplain the Reverend B. S. Darbyshire resigns his appointment. Dated 27th November, 1886.

#### THE VOLUNTEER MEDICAL STAFF CORPS.

*The London Division*, Valentine Matthews, Gent., to be Surgeon. Dated 27th November, 1886.

The undermentioned Gentlemen to be Quartermasters:—

Charles John Lambe Eames. Dated 27th November, 1886.

Thomas Richard Clarke. Dated 27th November, 1886.

#### TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Friday, the 3rd proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2. to the amount of £1,886,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 9th December, 1886, and will be payable at three or six months after date (at the option of the persons tendering), viz.:—on the 9th March or 9th June next, respectively.

3. *The Tenders must specify the net amount per cent. which will be given for the amounts applied for; and the Tenders of private individuals must be made through a London Banker.*

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Saturday, the 4th proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Thursday, the 9th proximo.

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

Treasury Chambers, November 22, 1886.

#### THE FAIRS ACT, 1873.

##### GRANTHAM FAIR.

IN pursuance of the above-mentioned Act, I, the Right Honourable Henry Matthews, one of Her Majesty's Principal Secretaries of State, hereby notify as follows:

1. A representation has been duly made to me, on the 10th instant, by the Town Council of Grantham, as owners, that a Fair has been held within the borough of Grantham on the first Tuesday, Wednesday, and Thursday in the month of April, in each year, and that it would be for the convenience and advantage of the public that the days for holding the said Fair should be altered from the first Tuesday, Wednesday, and Thursday in the month of April to the fifth Sunday in Lent and the three days then next following, in each year, being the days on which the said Fair was originally held.

2. On the 26th day of December, 1886, I shall take the aforesaid representation into consideration, and all parties are to intimate, before that day, any objection they may desire to offer to the alteration in the days of holding the said Fair.

Henry Matthews.

Whitehall, November 23, 1886.

*Civil Service Commission, November 26, 1886.*

THE Civil Service Commissioners hereby give notice that, with the concurrence of the Lords of Her Majesty's Treasury, the undermentioned employment is added to Schedule B of the Order in Council of 4th June, 1870, viz.:—

The temporary employment of persons occasionally engaged by the day as Assistants to the Examiners.

*Civil Service Commission, November 26, 1886.*

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

*November 22, 1886.*

**AFTER OPEN COMPETITION.**

*Post Office: Telegraph Learner, Dublin, Reginald Abbott Wells.*

**AFTER LIMITED COMPETITION.**

*Board of Trade: Boy Clerk, Mercantile Marine Department, Arthur John Padfield.*

**WITHOUT COMPETITION.**

*Admiralty: Naval Store Yard, Deptford, Artificers, Richard Goodall, Charles Henry Howe, George Tutt.*

*Prisons Department, England: Subordinate Officer, Division I, Alexander Milne Smith.*

*Post Office: Postman, George Melrose (North Berwick).*

*November 23, 1886.*

**AFTER OPEN COMPETITION.**

*Lower Division: Man Clerk, Frederick William Emler.*

**WITHOUT COMPETITION.**

*Customs: Boatman, Walter Frederick Percy Henry (Jersey).*

*House of Commons: Porter, Department of the Serjeant-at-Arms, Arthur Wilson.*

*Post Office: Suburban Postman, London, George Thomas Rendell Choat.*

*Postmen or Sorters, London, James Cooper, Walter Richard Measor.*

*Porters, London, Alfred Bourne, Harry Victor Burton, Ernest Augustus Harding.*

*Postmen, Robert Hamilton Bell (Newry), Richard Edward Fiford (Portsmouth), Charles Alfred Head (Kingston-on-Thames), William Horrobin, Jesse Albert Ramsden (Manchester).*

**FOR REGISTRATION AS TEMPORARY COPYIST.**

*Boy Copyists, Henry Richard Cornfield, Richard Samuel Kemp, Frederick John Silke.*

*November 24, 1886.*

**AFTER OPEN COMPETITION.**

*Post Office: Telegraph Learner, Dublin, Joseph Michael Meara.*

**WITHOUT COMPETITION.**

*Post Office: Suburban Postmen, London, John Sims, James Packham Wenham.*

*Sorting Clerks and Telegraph Learners, Henry William Cole (Worcester), Samuel Edward Cook (Wickham Market), Sarah Jane Evans (Cardigan), Reuben George Gower (Grimsby), Robert Ellis Roberts (Liverpool).*

*Postmen, George Chappell (Bletchley Station), George Mayo (Wantage), John Smith (Lincoln), William Smith (Preston).*

**FOR REGISTRATION AS TEMPORARY COPYIST.**

*Boy Copyists, Rowland Augustus Connock, Hedley de Putron Gauvain.*

**NOTICE TO MARINERS.**

(No. 268.)—SWEDISH COASTS.

*System of Beacons and Buoyage.*

THE Swedish Government has given notice, that the following system of beacons and buoyage are and will be adopted in marking the channels and shoals on and near the coasts of Sweden:—

Those channels which have a general north and south direction, are marked on the east side by

red broom beacons, or by buoys painted red; and on the west side by plain stake-beacons, or by buoys painted black.

Those channels which have a general east and west direction, are marked on the north side by red broom beacons, or by buoys painted red; and on the south side by plain stake-beacons, or by buoys painted black.

Channels having a direction other than above given, are marked as far as is practicable in conformance with the system stated.

Also, that in carrying out the system during the spring of the year 1887, shoals in open Swedish waters will be marked by beacons as undermentioned, independently of their carrying balls or other top marks:—

On the north side by beacons painted black; on the east side by beacons painted black with white band, 3 feet broad, in the middle of the beacon; on the south side by beacons painted red, with one or brooms turned upwards; and on the west side by beacons painted red, with one or more brooms turned downwards.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,

15th November, 1886.

This Notice affects Admiralty Charts of the Swedish coasts. Also, Norway Pilot, Part I, 1854; Danish Pilot, 1885; Sailing Directions for Baltic Sea and Gulf of Finland, 1854; and Bothnia Pilot, 1855.

**NOTICE TO MARINERS.**

(No. 269.)—MEDITERRANEAN.—ADRIATIC—WEST COAST.

**BRINDISI HARBOUR APPROACH.**

*Shoals Northward of Piatti Rock.*

THE Italian Government has given notice of the existence of the two undermentioned shoals, lying respectively about 6 cables and 4½ cables northward of Piatti Rock, approach to Brindisi Harbour from the eastward:—

1. The north-western shoal, with a depth of 16 feet, lies with the following bearings:—

Tower on Cape Cavallo, S. 3° E.

Pedagne Rocks Lighthouse, N. 76° W.

2. The south-eastern shoal, crescent-shaped (convex side eastward), with a depth of 16 feet, lies with the following bearings:—

Tower on Cape Cavallo, S. 1° W.

Pedagne Rocks Lighthouse, N. 71° W.

NOTE.—Fort Mare well open northward of Pedagne Rocks Lighthouse, bearing West, leads northward of the above-mentioned shoals, and of the foul ground extending northward of Cape Cavallo.

[The bearings are magnetic. Variation 8½° Westerly in 1886.]

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,

15th November, 1886.

This Notice affects the following Admiralty Plan:—Brindisi Harbour, No. 1492. Also, Mediterranean Pilot, Vol. III, 1880, pages 45, 47.

**NOTICE TO MARINERS.**

(No. 270.)—RED SEA.—WEST COAST.

**ASAB BAY APPROACH AND ENTRANCE.**

(1.) *Shoals North-East of Jezirat Dhi-l-Kaus.*

THE Italian Government has given notice—on the authority of the Commander of the Italian gun-vessel, "Scilla," of the existence of the undermentioned shoals lying about 3½ miles north-east



of Jezirat Dhi-l-kaus, approach to Asab Bay from the south-eastward:—

These shoals (Scilla Shoals), composed of sand, extend about one mile in a N.W. by N. and S.E. by S. direction, with a breadth of about 5 cables; the shoalest spot, with a depth of  $2\frac{3}{4}$  fathoms, lies near the south-east end of the shoal ground, with the following bearings and distance:

Ras Makawwa Beacon, S.  $16^\circ$  W., distant  $3\frac{1}{2}$  miles.

Saddle Mount, N.  $89^\circ$  W.

North-east extreme of Jezirat Fátimah, N.,  $75^\circ$  W.

Position, lat.  $13^\circ 1' N.$ , long.  $42^\circ 58' E.$

In a N.W. by N. direction from the above shoalest spot, at the distance of about  $3\frac{1}{2}$  cables, there is a depth of  $3\frac{1}{2}$  fathoms; and at the distance of about 7 cables,  $4\frac{1}{2}$  fathoms; close around these patches the soundings are  $5\frac{1}{2}$  to 6 fathoms.

(2.) Shoal Eastward of Ras Makawwa.

Also, of the existence of a shoal lying about 4 miles E. by N.  $\frac{1}{2}$  N. from Ras Makawwa, approach to Asab Bay from the south-eastward.

This shoal, composed of sand and about 5 cables in extent, consists of five patches, having 3 to 5 fathoms water on them, with  $5\frac{1}{2}$  to 6 fathoms around. The shoalest patch (3 fathoms) lies near the centre, with the following bearings:—

Roheitah Bluff, S.  $13^\circ$  E.

Ras Makawwa Beacon, S.  $74^\circ$  W.

Position, lat.  $12^\circ 59' N.$ , long.  $43^\circ 1\frac{1}{2}' E.$

(3.) Position and Particulars of Bosanquet Shoal.

Also, with reference to Notice to Mariners, No. 222 (2), of 21st September, 1886, on the existence of a shoal lying in the northern entrance to Asab Bay, about  $1\frac{1}{2}$  miles E.  $\frac{1}{4}$  N. from the position assigned to Bosanquet Shoal:—

Information has been received, that the shoal therein described, is Bosanquet Shoal:—

Bosanquet Shoal (not marked by discoloured water), composed of coarse sand and broken shells, with depths of  $3\frac{3}{4}$  to  $5\frac{1}{2}$  fathoms, extends about  $3\frac{3}{4}$  cables in a north-west and south-east direction, with a breadth of  $2\frac{3}{4}$  cables; on its northern side the depths increase quickly to 11 fathoms; it lies with the following bearings:—

West extreme of Jezirat Fátimah, S.  $33^\circ$  E.

Saddle Mount, S.  $49^\circ$  W.

Sanáh Bór Islet Summit, S.  $86\frac{1}{2}^\circ$  W.

When on this shoal, Ganga and Saddle Mounts are nearly in line.

All depths given are at low water.

[The bearings are magnetic. Variation  $4^\circ$  Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

16th November, 1886.

This Notice affects the following Admiralty Charts:—Red Sea, No. 2523; Gulf of Aden, No. 66; Jebel Teir to Perim Island, No. 143; Red Sea, with plan of Asab Bay, Sheet 5, No. 8a; Also, Red Sea Pilot, 1883, pages 138–140; and Revised Supplement, 1886, Red Sea Pilot, page 82.

#### NOTICE TO MARINERS.

(No. 271.)—NORTH AMERICA—WEST COAST.

SAN FRANCISCO HARBOUR.

Angel Island—Fog Signal on Blunt Point.

THE United States Government has given notice, that on 1st November, 1886, a fog signal would be established in a structure recently erected on Blunt Point, south-east extreme of Angel Island, San Francisco Harbour:—

No. 25649.

B

The signal is a bell struck by machinery, which, during thick or foggy weather, will be sounded twice in quick succession at intervals of fifteen seconds.

The bell is supported by a skeleton structure projecting over the point, attached to a one-story frame dwelling, painted white.

Position, lat.  $37^\circ 51' N.$ , long.  $122^\circ 25\frac{1}{4}' W.$

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

16th November, 1886.

This Notice affects the following Admiralty Charts:—Point Pinos to Bodega Head, No. 229; San Francisco Harbour, No. 591. Also, Admiralty List of Lights in South America, &c., 886, page 22.

#### NOTICE TO MARINERS.

(No. 272.)—AUSTRALIA—NORTH COAST.

VAN DIEMEN GULF.

Shoal South-west of Beatrice Reef.

THE Government of South Australia has given notice, that the master of the steam vessel "Victoria" has reported the existence of a shoal lying in the fairway of Van Diemen Gulf, about 9 miles south-westward of Beatrice Reef; with Mount Roe, Coburg Peninsula, bearing N.  $\frac{1}{4}$  W.:—

This shoal (Victoria Shoal), composed of coarse gray sand, and about  $1\frac{1}{2}$  miles in extent, has 5 to 6 feet water in it.

Approximate position as given, lat.  $12^\circ 0' S.$ , long.  $132^\circ 5' E.$

[The bearings are magnetic. Variation  $2\frac{1}{2}^\circ$  Easterly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer

Hydrographic Office, Admiralty, London,

16th November, 1886.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, eastern part, No. 942b; Gulf of Carpentaria to Cape Ford, No. 1044; Melville Island with Dundas and Clarence Straits, No. 613; Cape Stewart to Port Essington, No. 1042. Also, Australia Directory, Vol. III, 1881, page 97.

#### NOTICE TO MARINERS.

(No. 273.)—COASTS OF IRELAND.

Alterations in Character and Colour of Certain Buoys.

WITH reference to Notice to Mariners, No. 133, of 7th June, 1886, on the intention, as opportunity should occur, to alter the character and colour of thirty buoys on the coast of Ireland.

The Commissioners of Irish Lights have given further notice, dated 1st November, 1886, that the following alterations have been effected:—

The thirty buoys referred to are:—

1. Volage Rock Buoy, Bear Haven, is now a conical buoy, with Volage in white letters on it.
2. Hornet Rock Buoy, Bear Haven, is now a conical buoy, painted black, with Hornet Rock in white letters on it.
3. Water Scott Buoy, Bear Haven, is now a conical buoy, painted black, with Walter Scott in white letters on it.
4. George or Patch Rock Buoy, Bear Haven, is now a conical buoy, painted black, with white horizontal stripes.
5. Maiden Rock Buoy, Kenmare River, is now a conical buoy, painted black, with white horizontal stripes.
6. Kay Rock Buoy, Valentia Harbour, is now

a conical buoy, painted black, with white horizontal stripes.

7. Finnis Rock Buoy, Arran Islands, is now a can buoy, painted red

8. Dorinish Bar Buoy, Clew Bay, is now a conical buoy, painted black.

9. Cloghcormick Shoal Buoy, Clew Bay, is now a can buoy, painted red.

10. Blacksod Pier Buoy, Blacksod Bay, is now a can buoy, painted red.

11. Wheat Rock Buoy, Sligo Bay, is now a can buoy, painted red.

12. Blind Rock Buoy, Donegal Harbour, is now a can buoy, painted red.

13. Harbour Shoal Outer Buoy, Killybegs Harbour, is now a conical buoy, painted black, with white horizontal stripes, and marked Outer Buoy.

14. Harbour Shoal Inner Buoy, Killybegs Harbour, is now a conical buoy, painted black, with white horizontal stripes, and marked Inner Buoy.

15. Colpagh Bank Buoy, Lough Swilly, is now a can buoy, painted red.

16. Inch Spit Buoy, Lough Swilly, is now a can buoy, painted red, with Inch Spit in white letters on it.

17. Inch Flat Buoy, Lough Swilly, is now a can buoy, painted red, with Inch Flat in white letters on it.

18. White Strand Rock Buoy, Lough Swilly, is now a can buoy, painted red.

19. Muckamish Spit Buoy, Lough Swilly, is now a conical buoy, painted black.

20. Kinnegar Spit Buoy, Lough Swilly, is now a conical buoy, painted black.

21. Briggs Rocks Buoy, Belfast Lough, is now a can buoy, painted red.

22. Deputy Reef Buoy, Donaghadee, is now a conical buoy, painted black, with white horizontal stripes.

23. Governor Buoy, Donaghadee, is now a can buoy, painted red.

24. Dunany Reefs Buoy, Dundalk Bay, is now a can buoy, painted red.

25. Bar Rocks Buoy, Youghal Bay, is now a conical buoy, painted black.

26. Bulman Rock Buoy, Kinsale Harbour, is now a conical buoy, painted black.

27. The Dangers Buoy, Glandore Harbour, is now a conical buoy, painted black, with white horizontal stripes.

28. Wallis or Harbour Rock Buoy, Baltimore Harbour, is now a conical buoy, painted black, with white horizontal stripes.

29. Cush Spit Buoy, Skull Harbour, is now a conical buoy, painted black.

30. Amelia Rock Buoy, Skull Harbour, is now a conical buoy, painted black.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

18th November, 1886.

This Notice affects the following Admiralty Charts:—Ireland, general, Nos. 1824*a*, *b*; Irish Channel, Nos. 1825*a*, *b* (21–24); Valentia to Cape Clear, No. 2424 (1–5, 29, 30); Bantry Bay, No. 1840 (1–4); Kenmare River, No. 2495 (5); Valentia Island, No. 2125 (6); Valentia Harbour, No. 2030 (6); Slyne Head to Liscanor Bay, No. 2173 (7); Arran Islands, No. 2015 (7); Achill Head to Slyne Head, No. 2420 (8, 9); Wastport, No. 2057 (8, 9); Downpatrick Head to Achill Head, No. 2419 (10); Blacksod Bay, No. 2704 (10); Teelin Head to Downpatrick Head, No. 2440 (12); Sligo and Ballysadare Bays, No. 2729 (11); Sligo and Killa's Bays, No.

2767 (11); Donegal Bay, No. 2702 (12); Killybegs and Donegal Harbours, No. 2792 (13, 14); Lough Lorne to Bloody Foreland, No. 46 (15–20); Lough Swilly, No. 2697 (15–20); Lough Carlingford to Lough Lorne, No. 45 (21–23); Belfast Lough, No. 1753 (21–23); Solway Firth to Loch Ryan, No. 1971 (22, 23); Skerries Islands to Lough Carlingford, No. 44 (24); Kinsale to Brattin Head, No. 2336 (25, 26); Youghal Harbour, No. 2071 (25); Kinsale Harbour, No. 2053 (26); Mizen Head to Kinsale, No. 1996 (28–30); Castle Haven and Glandore Harbour, No. 2092 (27); Long Island and Baltimore Bays, No. 2129 (28–30). Also, Sailing Directions for the coasts of Ireland, Part II, 1878, and Part I, 1885.

#### NOTICE TO MARINERS.

(No. 274.)—MEDITERRANEAN.—ITALY—WEST COAST.—PONZA ISLAND.

(1.) *Guardia Point—Re-exhibition of Permanent Light, Discontinuance of Provisional Light.*

WITH reference to Notice to Mariners, No. 201 (1), of 19th August, 1886, on the temporary discontinuance of the permanent light on Guardia Point, south end of Ponza Island; and the exhibition of a provisional light:—

The Italian Government has given further notice, that on 10th November, 1886, the permanent light would be re-exhibited, and the provisional light discontinued:—

The light is a fixed and flashing white light, showing a flash every thirty seconds, visible through an arc of 290°, or between the bearings of S. 15° E., through north, and S. 55° W. Westward of Palmarola Island, it is obscured through an arc of about 10°.

The light is elevated 370 feet above the sea, and should be seen in clear weather from a distance of 25 miles.

The illuminating apparatus is dioptric, or by lenses, of the second order.

The lighthouse, 58 feet high, is of a red colour, the dwelling attached is painted yellow.

Position, lat. 40° 52' 40" N., long. 12° 57' 15" E.

#### ZANNONE ISLAND.

(2.) *Cape Negro Light—Arc of Visibility.*

Also, has given notice, that the light on Cape Negro, north end of Zannone Island, is visible between the bearings of N. 71¼° E., through south, and N. 66° W.

[The bearings are magnetic, and are given from seaward. Variation 10½° Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

18th November, 1886.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 449, 2158*a*, *b* (1); Adriatic Sea, No. 1440 (1); Civita Vecchia to Policastro, No. 160; Ponza Islands, No. 1733. Also, Admiralty List of Lights in the Mediterranean, 1886, Nos. 284, 280*a*; and Mediterranean Pilot, Vol. II, 1885, pages 187, 188.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of the Holy Trinity, Hurdsfield, in the county of Chester, and in the diocese of Chester, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of one hundred and seventy-seven

pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-six, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Maisemore, in the county of Gloucester, and in the diocese of Gloucester and Bristol, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land and hereditaments, together with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us: To have and to hold the said piece or parcel of land and hereditaments, with their appurtenances, to the use of the said Incumbent and his successors for ever: Provided always, that the said piece or parcel of land and hereditaments expressed to be hereby granted and conveyed shall be, and be taken to be, in lien of, and in substitution for, a portion amounting to twelve pounds per annum of the yearly sum or stipend of thirteen pounds six shillings and eight pence heretofore payable by us, the said Ecclesiastical Commissioners for England, to the Incumbent for the time being of the said vicarage of Maisemore, under the authority of an instrument sealed by us on the thirtieth day of May, in the year one thousand eight hundred and seventy-two, and published in the London Gazette on the seventh day of June, in the same year: And provided also, that the Incumbent for the time being of the said vicarage of Maisemore shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments, for and in respect of the period intervening between the first day of November, in the year one thousand eight hundred and eighty-six, and the date of the publication of these presents in the London Gazette.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

*Schedule.*

All that piece or parcel of meadow land comprising four acres and sixteen perches, or thereabouts, called or known by the name of Mill's Orchard, and situate within the parish of Maisemore, in the county of Gloucester, being numbered 87 on the tithe commutation map of the same parish, all which said piece or parcel of land is bounded on the north-west by the high road, on

the north-east by glebe land belonging to the vicarage of the said parish of Maisemore, on the south-east by a close called Ball's Croft, and on the south-west by land belonging to the permanent estate of the see of Gloucester and Bristol, and is more particularly delineated on the plan hereunto annexed and is thereon coloured green.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint John, Southend, in the county of Essex, and in the diocese of Saint Albans, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of seventy-one pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-sixth day of August, in the year one thousand eight hundred and eighty-six, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the consolidated chapelry and benefice (hereinafter called the benefice) of Saint Andrew, Tudhoe Grange, in the county of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same benefice, all that piece or parcel of land and hereditaments, together with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us (subject to certain reservations with respect to mines and minerals under the said piece or parcel of land), under and by virtue of a certain deed of conveyance bearing date the twenty-third day of July, in the year one thousand eight hundred and eighty-six, and made between Sir Charles Michael Wolseley, of Park House, Rugeley, in the county of Stafford, Baronet, and Simon Thomas Scrope the younger, of Danley Hall, in the county of York, Esquire, of the one part, and us, the said Ecclesiastical Commissioners for England, of the other part; which said deed of conveyance is intended to be deposited in the Registry of the diocese of Durham, together with this instrument, after the publication of the latter in the London Gazette: To have and to hold the said piece or parcel of land and hereditaments, with their appurtenances (subject as aforesaid), to the use of the said Incumbent of the benefice of Saint Andrew, Tudhoe Grange, and his successors for ever: Provided always, that the Incumbent for the time being of the same benefice shall be entitled to

receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments, for and in respect of the period intervening between the said twenty-third day of July, in the year one thousand eight hundred and eighty-six, and the date of the publication of these presents in the London Gazette.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

*Schedule.*

All that piece or parcel of land, containing one acre, or thereabouts, situate in the consolidated chapelry of Saint Andrew, Tudhoe Grange, within the original limits of the parish of Brancepeth, in the county of Durham, bounded on or towards the east by the high-road leading from Tudhoe to Merrington, and on all other sides by land lately belonging to Marmaduke Charles Salvin, deceased, all which said piece or parcel of land is more particularly delineated on the plan hereunto annexed, and is thereon coloured green.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby, subject as hereinafter mentioned, grant and appropriate out of our common fund to the consolidated chapelry and benefice (hereinafter called the benefice) of Saint Agnes, Toxteth Park, in the county of Lancaster, and in the diocese of Liverpool, one capital sum of three hundred and fifty pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said benefice, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said benefice of Saint Agnes, Toxteth Park: Provided always, that the said capital sum of three hundred and fifty pounds sterling, expressed to be hereby granted and appropriated to the said benefice of Saint Agnes, Toxteth Park, shall be and be taken to be in lieu of, and in substitution for, the yearly sum or stipend of ten pounds and ten shillings, heretofore payable by us, the said Commissioners, to the Incumbent for the time being of the said benefice of Saint Agnes, Toxteth Park, under the authority of an instrument sealed by us, the said Ecclesiastical Commissioners for England, on the fourth day of November, in the year one thousand eight hundred and eighty-six, and published in the London Gazette on the twelfth day of the same month.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Westbury, in the county of Wilts, and in the diocese of Salisbury, one yearly sum or stipend of sixty pounds, such yearly sum or stipend to be payable out of the common fund

under our control, and to be calculated as from the first day of August, in the year one thousand eight hundred and eighty-six, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Westbury, shall be paid only upon the production to us, on or after each of the said lastly-mentioned days in each and every year of a certificate, under the hand of the Bishop of the said diocese of Salisbury, that an Assistant-Curate, duly licensed by such Bishop, has been employed within the parish of Westbury aforesaid, during the quarter of the year then ended: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage and parish of Westbury.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the consolidated chapelry and benefice (hereinafter called the benefice) of Saint Saviour, Westgate-on-Sea, in the county of Kent, and in the diocese of Canterbury, and to his successors, Incumbents of the same benefice, all that piece or parcel of land and hereditaments, together with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us under and by virtue of a certain deed of conveyance, bearing date the eighth day of October, in the year one thousand eight hundred and eighty-six, made between Hugh Lindsay Antrobus, Esquire, and the Honourable Henry Dudley Ryder, both of the Strand, in the county of Middlesex, of the first part, the Reverend Augustus Adolphus Lyne, of Westgate-on-Sea aforesaid, Clerk in Holy Orders, of the second part, and us, the said Ecclesiastical Commissioners for England, of the third part, which said deed of conveyance is intended to be deposited in the Registry of the said diocese of Canterbury together with this instrument after the publication of the latter in the London Gazette: To have and to hold the said piece or parcel of land and hereditaments with their appurtenances to the use of the said Incumbent and his successors for ever: Provided always, that the Incumbent for the time being of the same benefice shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments, for and in respect of the period intervening between the said eighth day of October, in the year one thousand eight hundred and eighty-six, and the date of the publication of these presents in the London Gazette.

In witness whereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty-six.

(L.S.)

*Schedule.*

All that piece or parcel of land, comprising one thousand square yards, or thereabouts, situate at

the junction of Westgate-road and Ivanhoe-road, within the consolidated chapelry of Saint Saviour, Westgate-on-Sea, which was formed partly out of the parish of Minster, in the Isle of Thanet, in the county of Kent, all which said piece or parcel of land is bounded on the north by Westgate-road aforesaid, and on the east by Ivanhoe-road aforesaid, and is more particularly delineated on the plan hereunto annexed, and is thereon coloured pink.

In Parliament.—Session 1887.

**POTTER'S PATENT FOR IMPROVEMENTS IN FURNACES FOR MELTING GLASS.**

(Confirmation of Patent).

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1887 for leave to bring in a Bill and pass an Act for the following purposes:—

To continue and confirm certain Letters Patent bearing date the 22nd day of June, 1882, and numbered 2971, granted to Richard Potter, of Dearn-terrace, Stairfoot, in the county of York, for the term of fourteen years, for the invention of "improvements in furnaces for melting glass."

To authorize the said Letters Patent, or a duplicate thereof, to be stamped with a proper stamp, showing the payment of the stamp duty thereon of £100, and to be produced at the office of the Commissioners of Patents for the said Commissioners of Patents, or their clerk, to stamp such Letters Patent or duplicate, specifying the date of such production, and to endorse on such Letters Patent or duplicate a certificate of the production of the same duly stamped, and to endorse a like certificate upon the Warrant for such Letters Patent filed in the said office.

Printed copies of the 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, 1886.

*Learoyd, Piercy, and Simpson*, Huddersfield, Solicitors.

*S. Learoyd and James*, 12, Coleman-street, London, E.C., Parliamentary Agents.

In Parliament.—Session 1887.

Havering-atte-Bower Justices.

(To Provide for the Alteration of the Mode of Appointment of and the Increase in the Number of Justices of the Peace for the Liberty of Havering-atte-Bower, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament for leave to bring in a Bill to effect all or some of the purposes following, that is to say:—

To provide for the cesser of the present manner and power of appointing the Justices for the Liberty of Havering-atte-Bower, in the county of Essex, and to vest the future power of appointment of such Justices, subject to such qualifications in respect to the existing Justices as is therein expressed in Her Majesty, under Her Great Seal, upon such recommendation as in the Bill may be mentioned, and to confer upon such Justices the like powers of jurisdiction to those which the existing Justices of the said Liberty now have and exercise.

And notice is hereby further given, that 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 11th day of November, 1886.

*H. S. Haynes*, Romford, Clerk of the Peace, Solicitor for the Bill.

*Torr and Co.*, 19, Parliament-street, S.W., Parliamentary Agents.

**BANK OF ENGLAND.**

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 24th day of November, 1886.

**ISSUE DEPARTMENT.**

				£					£
Notes issued	...	...	...	34,535,575	Government Debt	...	...	...	11,015,100
					Other Securities	...	...	...	4,734,900
					Gold Coin and Bullion	...	...	...	18,785,575
					Silver Bullion	...	...	...	—
				£34,535,575					£34,535,575

Dated the 25th day of November, 1886.

*F. May*, Chief Cashier.

**BANKING DEPARTMENT.**

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	13,385,215
Rest	...	...	...	3,129,242	Other Securities	...	...	...	18,710,852
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	...	...	...	3,116,798	Notes	...	...	...	10,317,935
Other Deposits	...	...	...	22,773,881	Gold and Silver Coin	..	...	...	1,314,602
Seven Day and other Bills	...	...	...	155,683					
				£43,728,604					£43,728,604

Dated the 25th day of November, 1886.

*F. May*, Chief Cashier.

AN ACCOUNT, pursuant to the Act 8 and 9 Vict., cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ended Saturday, the 13th day of November, 1886.

Name and Title as set forth in Licence.	Name of the Firm.	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ended as above.			Average Amount of Coin held during four Weeks ended as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
			£						
Bank of Scotland ... ..	The Governor and Company of the Bank of Scotland ... ..	Edinburgh...	348418	282569	634448	917017	642612	80873	723485
Royal Bank of Scotland ... ..		Edinburgh...	216451	254140	534657	788797	613479	77687	691166
British Linen Company ... ..		Edinburgh...	438024	198105	501828	699933	315640	83493	399133
Commercial Bank of Scotland Limited ... ..		Edinburgh...	374880	229491	579952	809443	484720	66314	551084
National Bank of Scotland Limited ... ..		Edinburgh...	297024	199776	468469	668245	427494	73022	500516
Union Bank of Scotland Limited ... ..		Edinburgh...	454346	254428	555177	809605	442418	96294	538712
Town and County Bank Limited ... ..		Aberdeen ...	70133	85427	123501	208928	151350	18378	169728
North of Scotland Bank Limited ... ..		Aberdeen ...	154319	169526	221219	395745	271397	19980	291377
Clydesdale Bank Limited ... ..		Glasgow ...	274321	200402	390102	590504	348942	63486	412428
Caledonian Banking Company Limited ... ..		Inverness ...	53434	35841	66865	102706	53528	12447	66975

I hereby certify, that each of the Bankers named in the above Return, who have in Circulation an Amount of Notes beyond that authorized in their Certificate (with the exception of ) have held an Amount of Gold and Silver Coin, not less than that which they are required to hold during the period to which this Return relates.

Dated this 25th day of November, 1886.

J. S. PURCELL, Registrar of Bank Returns.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 24th November, 1886.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany .. .. .	...	...	...	260	93,300	93,560
Belgium ... .. .	2,783	...	2,783	5,151	...	5,151
France ... .. .	7,771	390	8,161	48,439	...	48,439
Spain and Canaries ... .. .	1,685	...	1,685	...	11,700	11,700
Gold Coast ' ... .. .	...	645	645	615	500	1,115
Bombay ... .. .	...	...	...	20,266	...	20,266
Australasia ... .. .	12,820	124	12,944	...	12,415	12,415
Mexico, South America (except Brazil), and West Indies ... .. .	...	190	190	2,720	65,163	67,883
United States ... .. .	...	94	94	41,785	87,400	129,185
Other Countries ... .. .	219	1,185	1,404	10,755	1,043	11,798
Aggregate of the Importations registered in the Week ... }	25,278	2,628	27,906	129,991	271,521	401,512
Declared Value of the said Importations ... .. . }	£ 98,507	£ 10,114	£ 108,621	£ 25,259	£ 52,289	£ 77,548

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.	
France ... .. .	...	...	...	...	92,500	97,786	190,286	
Natal ... .. .	6,425	...	6,425	...	...	...	...	
British East Indies' ... .. .	...	...	8,290	8,290	37,000	191,633	228,633	
United States ... .. .	...	...	31,805	31,805	...	...	...	
Mexico, South America (except Brazil), and West Indies ... .. .	645	...	645	5,475	291	...	5,766	
Other Countries ... .. .	22	204	226	364	335	2,350	3,049	
Aggregate of the Exportations registered in the Week ... }	7,092	204	40,095	47,391	5,839	130,126	291,769	
Declared Value of the said Exportations ... .. . }	£ 27,584	£ 778	£ 166,500	£ 191,862	£ 1,600	£ 24,710	£ 58,000	

Statistical Department, Custom House, London,  
November 25 1886.

S. SELDON,  
Principal.

In Parliament.—Session 1887.  
Llangammarch and Neath and Brecon Junction Railway.

(Extension of Time for Compulsory Purchase of Lands, and Completion of Railway; Amendment of Acts.)

NOTICE is hereby given, that the Llangammarch, and Neath and Brecon Junction Railway Company (hereinafter called "the Company") intend to apply to Parliament in session 1887, for an Act to extend the time limited by the Llangammarch and Neath and Brecon Junction Railway Act, 1882, and the Llangammarch and Neath and Brecon Junction Railway Act, 1885; for the compulsory purchase of lands, houses, and other property, and the completion of the railway and works authorized by the said Act of 1882.

The intended Act will vary and extinguish all rights and privileges which would interfere with its objects, and, so far as may be necessary for any of the purposes thereof, will, or may alter, extend, and enlarge some of the provisions of the said Acts of 1882 and 1885.

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 10th day of November, 1886.

Geo. Davis, Son, and Co., Palace-chambers, Bridge-street, Westminster, Solicitors;  
William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.  
RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 20th, 1886, with particulars relating thereto.

## PLEURO-PNEUMONIA.

	Farms or other Places.			Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Cumberland ...	12	...	12	...	...	...	...	...	...	...	...
Essex ...	5	...	5	...	...	...	...	...	...	...	...
Huntingdon ...	1	...	1	...	...	...	...	...	...	...	...
Kent (ex. Metro- polis).	2	...	2	...	1	1	...	...	...	...	...
Lancaster ...	5	1	6	2	2	3	...	...	1	...	...
Leicester ...	1	...	1	...	...	...	...	...	...	...	...
Salop ...	1	...	1	...	...	...	...	...	...	...	...
Sussex, Western Division.	1	...	1	...	...	...	...	...	...	...	...
Warwick ...	1	...	1	...	1	1	...	...	...	...	...
Worcester ...	1	...	1	...	...	...	...	...	...	...	...
York, West Rid- ing.	2	...	2	...	1	1	...	...	...	...	...
Liberty of the Isle of Ely.	1	...	1	...	1	1	...	...	...	...	...
The Metropolis ...	6	1	7	...	13	13	...	...	...	...	...
<b>SCOTLAND.</b>											
<b>COUNTY.*</b>											
Aberdeen ...	2	...	2	...	...	...	...	...	...	...	...
Dumbarton ...	1	...	1	...	...	...	...	...	...	...	...
Edinburgh...	6	...	6	...	2	2	...	...	...	...	...
Fife ...	1	1	2	...	3	1	1	...	1	...	...
Forfar ...	5	2	7	...	10	9	...	...	1	...	...
Kincardine ...	1	...	1	...	3	3	...	...	...	...	...
Lanark ...	2	1	3	...	2	2	...	...	...	...	...
Perth ...	1	...	1	...	...	...	...	...	...	...	...
Roxburgh ...	2	...	2	...	1	1	...	...	...	...	...
Selkirk ...	...	1	1	...	1	1	...	...	...	...	...
<b>TOTAL ...</b>	<b>60</b>	<b>7</b>	<b>67</b>	<b>2</b>	<b>41</b>	<b>39</b>	<b>1</b>	<b>...</b>	<b>3</b>	<b>...</b>	<b>...</b>

## ANTHRAX.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Berks ...	1	...	1	...	2	...	2	...	...	...	...
Buckingham ...	...	1	1	...	1	...	...	...	1	...	...
Huntingdon ...	2	1	3	2	2	...	3	...	1	...	...
Lancaster ...	1	1	2	1	1	...	...	1	1	...	...
Lincoln, Parts of Holland.	1	...	1	...	...	...	...	...	...	...	...
Northampton (ex. Soke of Peterborough).	...	1	1	...	1	...	1	...	...	...	...
Liberty of the Isle of Ely.	...	1	1	...	1	1	...	...	...	...	...
<b>WALES.</b>											
<b>COUNTY.*</b>											
Flint ...	...	1	1	...	1	...	1	...	...	...	...
<b>TOTAL ...</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>...</b>	<b>...</b>



SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Bedford ... ..	1	...	1	...	...	...	...	...	...	...	...
Buckingham ... ..	2	1	3	...	5	5	...	...	...	...	...
Cambridge (ex. Liberty of the Isle of Ely).	7	3	10	...	7	4	1	...	2	...	...
Chester ... ..	3	1	4	2	3	3	1	...	1	...	...
Derby ... ..	3	2	5	...	2	2	...	...	...	...	...
Devon ... ..	2	1	3	2	2	...	2	...	2	1	1
Dorset ... ..	3	...	3	2	9	10	1	...	...	...	...
Durham ... ..	29	9	38	33	10	3	6	13	21	...	...
Essex ... ..	25	14	39	9	83	36	17	1	38	...	...
Gloucester ... ..	2	2	4	4	18	6	11	2	3	...	...
Hants ... ..	3	3	6	20	36	41	15	...	...	...	...
Huntingdon ... ..	1	4	5	...	14	11	1	...	2	...	...
Kent (ex. Metropolis).	4	6	10	47	33	71	9	...	...	...	13
Lancaster ... ..	18	6	24	5	11	4	8	...	4	1	5
Leicester ... ..	4	4	8	4	24	26	2	...	...	1	4
Lincoln, Parts of Holland.	4	...	4	...	1	1	...	...	...	...	...
" Parts of Lindsey.	1	2	3	...	3	1	2	...	...	1	1
Middlesex (ex. Metropolis).	7	2	9	...	8	3	...	...	5	...	...
Monmouth ... ..	1	1	2	4	4	3	1	...	4	...	...
Norfolk ... ..	2	4	6	...	41	30	4	...	7	...	...
Northampton (ex. Soke of Peterborough).	1	...	1	...	22	12	10	...	...	...	...
Notts ... ..	...	5	5	...	13	9	4	...	...	...	...
Oxford ... ..	1	4	5	...	9	7	2	...	...	...	...
Salop ... ..	7	2	9	11	3	2	2	...	10	...	...
Somerset ... ..	1	7	8	...	71	31	11	...	29	...	...
Stafford ... ..	9	4	13	8	5	...	7	2	4	1	1
Suffolk ... ..	18	6	24	112	78	155	6	...	29	7	147
Surrey (ex. Metropolis).	2	...	2	6	...	6	...	...	...	...	...
Sussex, Eastern Division.	1	...	1	...	...	...	...	...	...	...	...
Warwick ... ..	1	1	2	...	1	1	...	...	...	...	...
Wilts ... ..	1	3	4	...	17	13	4	...	...	...	...
Worcester ... ..	4	1	5	2	1	...	1	1	1	...	...
York, East Riding.	...	3	3	...	62	42	20	...	...	...	...
" North Riding.	...	2	2	...	4	3	1	...	...	...	...
" West Riding.	13	7	20	14	22	12	13	...	11	...	...
Liberty of the Isle of Ely.	3	...	3	...	19	17	2	...	..	...	...
<b>WALES.</b>											
<b>COUNTY.*</b>											
Anglesey ... ..	...	1	1	...	1	...	1	...	...	...	...
<b>SCOTLAND.</b>											
<b>COUNTY.*</b>											
Ayr ... ..	1	...	1	...	...	...	...	...	...	...	...
Berwick ... ..	2	...	2	2	...	1	...	...	1	...	...
Edinburgh ... ..	1	...	1	1	...	1	...	...	...	1	1
Peebles ... ..	1	...	1	...	...	...	...	...	...	...	...
<b>TOTAL ...</b>	<b>189</b>	<b>111</b>	<b>300</b>	<b>288</b>	<b>642</b>	<b>572</b>	<b>165</b>	<b>19</b>	<b>174</b>	<b>13</b>	<b>173</b>

## GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Out-breaks.	Horses Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Middlesex (ex. Metropolis).	...	1	1	...	1	...	...	...	1	...	...
The Metropolis...	...	5	5	...	5	5	...	...	...	1	1
<b>SCOTLAND.</b>											
<b>COUNTY.*</b>											
Lanark ... ..	1	...	1	...	...	...	...	...	...	...	...
<b>TOTAL ...</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>...</b>	<b>6</b>	<b>5</b>	<b>...</b>	<b>...</b>	<b>1</b>	<b>1</b>	<b>1</b>

## FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Out-breaks.	Horses Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
The Metropolis...	1	5	6	1	6	4	...	...	3	...	...

## RABIES.

	Number of Cases reported during the Week.	Number of Diseased Dogs Killed during the Week.		Number Died from the disease during the Week.	Cases which existed in previous Weeks not reported until this Week.
		In Public Places.	Upon Private Premises.		
<b>ENGLAND.</b>					
<b>COUNTY.*</b>					
Kent (ex. Metropolis).	...	1	1	...	...

\* Counties include such Boroughs and Burghs as are locally situated within the limits of the Counties, or, if surrounded by two or more Counties, then they are included in the County with which they have the longest common boundary. Berwick-upon-Tweed is included in Northumberland. Agricultural Department, Privy Council Office, 26th November, 1886.

In Parliament.—Session 1887.

Burry Port and North-Western Junction Railway.

(Extension of Time for Compulsory Purchase of Lands and for Completion of Authorized Railways.)

NOTICE is hereby given, that the Burry Port and North-Western Junction Railway Company (who are hereinafter referred to as the Company) intend to apply to Parliament in the next session for leave to bring in a Bill for the following purposes:—

To extend the time limited by the Burry Port and North-Western Junction Railway Amendment Act, 1884, for the compulsory purchase of the lands, property, and the completion of the

railways and works by the Burry Port and North-Western Junction Railway Act, 1876, and the Burry Port and North-Western Junction Railway Amendment Act, 1881, authorized; and; so far as may be necessary for that purpose, to alter and extend the provisions of those Acts, or any other Act or Acts relating, directly or indirectly, to the 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 the 10th day of November, 1886.

Sutton and Ommamney, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

In Parliament.—Session 1887.

Weston-super-Mare Improvement.

(Powers to the Weston-super-Mare Improvement Commissioners to acquire Lands and construct Works in connection with their Water Undertaking; Further Powers to the Commissioners, and Provisions in relation to Streets, Buildings, Sewers, Sanitary Matters, Sewage, Infectious Diseases, Parades, Fore-shore, Beach and Sands, Bathing, Pleasure Boats, Telegraph and other Wires and Apparatus, Vehicles, and the Drivers, Conductors, and Attendants thereof, Street Traffic, Various Matters of Police, Licensing, Fire; Powers to provide Public Buildings, Rooms, Places and Conveniences, Telegraphs and Telephones, Advertisement Boards, Public Bands, and to advertise the Town; Further Powers and Provisions as to Private Street Works and Private Improvement and other Expenses, Assessment, Levying and Recovery of Rates and Expenses, Raising and Application of Moneys, Bye-Laws, Penalties; Other Powers and Provisions with reference to the matters aforesaid, and for maintaining Order and preventing Offences, Nuisances, Annoyances, Obstructions, and Indecencies in Streets and Places, and for the Improvement, Health, and Good Government of the District; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Weston-super-Mare Improvement Commissioners (hereinafter called "the Commissioners"), being the Urban Sanitary Authority for the Urban Sanitary district of Weston-super-Mare (hereinafter called "the district"), for leave to bring in a Bill for all or some of the following among other purposes (that is to say):

1. To authorise the Commissioners for the purposes of, or in connection with, their Water Undertaking, to purchase and acquire by compulsion or agreement and hold the lands and hereditaments hereinafter described (that is to say):

Lands and hereditaments situate in the parishes of Weston-super-Mare and Kewstoke, in the county of Somerset, and situate, adjoining, or near the pumping station and waterworks of the Commissioners, and lying between the Milton-road on the south and the Upper Bristol-road on the north, and respectively numbered 79, 86, 87, 83, 84, and 85 on the Tithe Commutation Map of the said parish of Weston-super-Mare, and 503 and 504 on the Tithe Commutation Map of the said parish of Kewstoke, and called or known as Rackrow Mere, The Lynch, Urnel Two Acres, Broad Lynch, Paddock, and The Three Acres, and belonging, or reputed to belong, to Edward Hardwick and Sydney Bisdee respectively, and in the respective occupations of the said Sydney Bisdee and Francis Blackmore.

2. To authorise the Commissioners to make and maintain in connection with, and as part of their Water Undertaking, the works and conveniences hereinafter described, or some or one of them, to be wholly situate in the said parish of Weston-super-Mare (that is to say):

(a) A reservoir to be situate in the north-western corner of a field belonging to and in the occupation of the Commissioners, and bounded on the west by Ashcombe Park-road, and on the north by the said Upper Bristol-road.

(b) A reservoir to be situate in land of the Commissioners at Weston Woods or Worlebury Hill, and adjoining or near to the existing reservoir of the Commissioners there.

(c) All necessary and proper embankments, walls, filtering beds, dams, drains, sluices, conduits, culverts, channels, pipes, buildings, machinery, roads, approaches, and other works and conveniences.

3. To deviate laterally from the lines of the intended works within the limits shown upon the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by "The Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of those works as shown upon the sections to be deposited as hereinafter mentioned.

4. To confer on the Commissioners new and enlarged powers, and to make further provisions with reference to streets, buildings, and sanitary matters within the district, including the following amongst other matters and things (that is to say):

Laying out, forming, varying, defining, naming, direction, width, level, construction, gradients, paving, sewerage, and drainage of public or private streets, prescribing and defining line of frontage of streets, definition of buildings and streets, giving of notices, deposit and approval of plans and sections, ventilation and drainage, hoards and fences, coal-shoots, area or cellar openings, crossings for horses or vehicles, deposit of building materials, foundations, levels, walls, woodwork, materials, chimneys, roofs, fireplaces and hearths of buildings, fencing of gardens, courts, dangerous structures, and waste land, prohibition of buildings in courts, repair of existing and prohibition of new vaults or cellars, construction and ventilation of house drainage, height of buildings, rooms and chimneys, space about buildings, means of ingress and egress to and from, and ventilation and drainage of public buildings, regulation of materials and workmanship, alterations of buildings, prohibition of use of wooden buildings, construction of cellars and basement stories, ovens and furnaces, platforms and balconies, removal, repair, and prohibition against user of buildings or rooms ruinous, dangerous, or unfit for human habitation, providing, construction, discontinuance, removal, cleansing, emptying and disinfecting of sewers, sinks, drains, water-closets, privies, cesspools, urinals, and other receptacles and conveniences, turning of steam or other water, or sweeping of refuse into sewers, burning of bricks, making of excavations, removal of liquid refuse, inspection, examination, and destruction of unwholesome food, treatment, disinfecting, and disposal of sewage and refuse, and acquisition of patent rights and licenses with reference thereto.

5. To make further provisions for the prevention of the spread of infectious diseases, and to require notice to be given to the Commissioners of persons suffering from any such diseases, to authorise the Commissioners to provide and maintain hospitals, sanatoriums, and nurses and attendants, to provide temporary accommodation for persons suffering from such diseases, to secure the isolation of such persons, to charge and recover the costs of removal of such persons, and their maintenance while isolated or removed, to require persons engaged in washing clothes to furnish list of owners, and cowkeepers, milk-sellers, and others to furnish a list of their

customers, to authorise the inspection of dairies and places beyond the district, to compel the disinfection of buildings, and of articles and persons liable to communicate contagion or infection, and to make further provision with respect to the retention, removal, and burial of dead bodies.

6. To confer new and enlarged powers on the Commissioners, and to make further provisions with reference to the control and management of the parades, foreshore, beach, sands, and wastes within, adjoining, or in front of the district, and for the preservation of order and good conduct among persons frequenting or resorting to the same, and to regulate and if need be prohibit the selling or hawking of any commodity or thing thereon, and to provide that the same shall for all or any purposes be deemed to be a street or public place.

7. To empower the Commissioners to control and regulate, and if need be, prohibit the removal of any chalk, rock, boulders, beach, sand, or shingle from the foreshore, beach, sands, or wastes within, adjoining, or in front of the district.

8. To authorise the Commissioners to fix and determine the hours during which bathing may take place, and to make and enforce regulations for the preservation of decency and order at bathing stations, to control and regulate bathing machines and pleasure boats and the user thereof, to license the persons letting or managing the same, and to appoint, and regulate the places where bathing machines and pleasure boats shall be, and be let for hire, and to fix the rates and charges to be taken and demanded therefor, and to prescribe and regulate the attendants, boatmen, appliances and conveniences to be provided by the persons letting or managing any such bathing machines or pleasure boats, and to license, employ, and pay boatmen for the purpose of protecting persons whilst bathing.

9. To make further provisions with respect to and to authorise the Commissioners to control, regulate, and if need be prohibit the fixing, placing, or attaching of any wire, tube, or other apparatus for telegraphic, telephonic, or electrical purposes over any street, road, or public thoroughfare except with the consent or licence of the Commissioners, and on such terms and conditions as they shall deem expedient to prevent obstruction, danger, or annoyance to the traffic or to passengers, and to empower the Commissioners to inspect any such tube, wire, or apparatus (whether existing or future), and the supports and attachments thereof, and to order the repair, alteration, renewal, or removal thereof respectively, and in default thereof to enable the Commissioners to execute the requisite works themselves at the cost of the owner or hirer thereof, and to exercise all such powers of entry on premises as may be necessary for the purposes aforesaid, and to relieve the Commissioners from all liability by reason of any failure of or accident from any such wire, tube, apparatus, or works.

10. To provide for the regulation of vehicles (including in that expression any bicycle, tricycle, velocipede or mechanical contrivance, hand chair, or similar vehicle, and any other vehicle or conveyance, whether plying for hire or not) within the district, and the conduct of the proprietors, drivers, conductors, and persons in charge thereof, and to make other provisions with respect to such vehicles, proprietors, drivers, and conductors or persons, and for securing the safety of the persons and property of passengers using such vehicles, and for preventing any obstruction in the public streets or places within

and adjoining the district, and to apply the provisions of "The Town Police Clauses Act, 1847," with respect to hackney carriages, to omnibuses, and all public vehicles plying for hire within the district, and porters' carts, and to the drivers, conductors, and attendants thereof, and to make and enforce bye-laws with respect to such omnibuses and public vehicles, and the stands therefor, and the fares, route, and time of stopping thereof, and the number of persons to be carried therein, and otherwise for regulating the conduct of the drivers and conductors thereof, and for preventing annoyance to persons, and to prescribe the distance within which it shall be obligatory on the drivers of any hackney carriages or omnibuses to carry persons, and to make other provisions with reference thereto, and to provide for the examination of all or any of such vehicles from time to time to see that the laws and bye-laws relating thereto are duly observed.

11. To make further provision with respect to street traffic in the district and the regulation thereof by the Commissioners and police, the route to be observed by all carts, carriages, and horses, and the speed thereof, the use of locomotives in the streets, the size, construction, and use of advertising vans, for prohibiting any vehicles, articles, or goods being left standing on any street or footway, or the hanging of any goods or things outside shop doors or windows so as to obstruct the traffic, the use of ladders on footways, the loading and unloading of goods in, upon, or over any street or footway, the closing of any street or streets or place, and the prohibition of traffic therein upon any public occasion, the carrying, exhibiting, or circulating in any street or public place of any picture, print, paper-board, placard, or notice by way of advertisement or otherwise, and the sounding or playing of musical instruments, singing or making any disturbance in the streets, or the doing of any matter or thing tending to the annoyance or inconvenience of the inhabitants of and visitors to the district.

12. To confer new and enlarged powers on the Commissioners, and to make further provision for maintaining order and preventing offences, nuisances, annoyances, and indecencies in the streets or other public places in the district; and for the following among other purposes: preventing betting or gambling in the streets; the regulation and control or prohibition of processions in or through any of the streets or public places in the district; prescribing the hours within which any show, booth, caravan, circus, or exhibition may be left open; preventing the assembling of persons so as to cause obstructions in the streets; requiring street musicians to depart from the neighbourhood of houses; preventing the delivering or exhibiting of any indecent or offensive bill or notice; suppression of brothels or disorderly houses; preventing dangerous amusements; requiring coal dealers to provide proper weights and scales, and to weigh coals delivered by them.

13. To authorise the Commissioners to regulate, control, and license porters, messengers, boatmen, bathing machine attendants, commissioners, stage coaches, omnibuses, and other vehicles plying for hire within the district, and their drivers and attendants, and to prohibit any such persons from carrying on their trade, occupation, or calling within the district without a licence.

14. To enable the Commissioners from time to time, if, and when they think fit, to exercise

all or any of the following among other powers (that is to say):

- (A.) To provide and maintain, or to permit the providing and maintenance, in public places of conservatories, reading rooms, shelters, drinking and other fountains, cattle troughs and conveniences, refuges, public waterclosets, urinals, and lavatories, and other places and conveniences; to employ persons to manage any of such places, and to make and enforce regulations for and in relation to the premises and the persons using or resorting to the same respectively, and to make and recover charges for the user thereof.
- (B.) To provide and maintain for their Town Hall offices and other establishments, telegraphic and telephonic communication with any parts of the district.
- (C.) To provide and maintain boards and conveniences for the reception of advertisements, placards, and bills, and to make regulations and charges for the use thereof.
- (D.) To pay or contribute towards the payment of one or more public bands of music to perform in any public places of resort within the district; and also to pay or contribute towards the cost of maintaining at railway stations and other public places in the United Kingdom or elsewhere advertisements of the attractions, amusements, and otherwise of the district.
15. To confer new and enlarged powers on the Commissioners for the extinguishment and prevention of fire in the district, and to authorise the entering and breaking open of any premises for extinguishing fires or for rescuing any persons or property therein.
16. To confer further powers on the Commissioners, and to make further provisions with reference to the sewerage, levelling, altering, paving, metalling, flagging, channelling, lighting, repairing, adopting, and taking over streets and footways, or sections or parts thereof, within the district, and to authorise the Commissioners to charge owners of property with the costs of altering, forming, paving, flagging, levelling, sewerage, draining, channelling, kerbing, and making good streets, roads, and footways adjoining their property, and of the execution of works by the Commissioners in default of such owners, and to provide for the apportioning and charging of such costs on such property, and generally for the apportioning, charging, and recovering of such costs, and of private improvement and other expenses, either before or after the commencement of the works, and to enable the Commissioners to apply the General District Rate to the defraying of such costs and expenses, and to borrow money therefor, and to enable owners with limited interests to charge their property with any such costs and expenses payable by them.
17. To authorise the Commissioners to purchase by compulsion or agreement lands, houses, hereditaments, and easements, for all or any of the purposes of the Bill, or other the purposes of the Commissioners, and to vary and extinguish all rights and privileges connected with any such lands, houses and hereditaments, and to cross, break up, open, or otherwise interfere with highways, works, and conveniences, so far as necessary for the purposes of the Bill.
18. To confer further powers on the Commissioners with reference to the making of assessments, and the levying, recovering, and collection of tolls, rates, rents, duties, and charges, and to authorise the Commissioners to make

and levy additional, and to alter existing tolls, rates, rents, duties, and charges, and to confer exemptions from the payment of tolls, rates, rents, duties, and charges, and to make allowances by way of discount, and to levy rates by instalments.

19. To enable the Commissioners to apply to the purposes of the Bill any funds, moneys, rates, or revenues now belonging to them, or which they are now authorised to raise, or which may come into their possession in exercise of the powers from time to time conferred upon them, and to enlarge the borrowing powers of the Commissioners, and to authorise them to raise additional funds for all or any of the purposes of the Bill, or other purposes of the Commissioners, by borrowing, on mortgage, or bond, or debenture stock, or by way of annuity, or otherwise.

20. To confer new and enlarged powers on the Commissioners for the making and enforcing bye-laws, rules, and regulations, and to enable the Commissioners from time to time to make, enforce, vary, or rescind bye-laws, rules, and regulations for all or any of the purposes mentioned in this notice, or other the objects and purposes of the Bill, and to provide for the imposition and recovery of penalties for breach or non-observance of any of the provisions of the Bill, or of any bye-laws, rules and regulations which may be made thereunder, or now existing within the district, and to provide that any bye-laws, rules, or regulations with respect to bathing machines, bathing and boats shall extend and be applicable for a distance seven miles seaward from low water mark.

21. To confer upon the Commissioners 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 therewith, and to confer other rights and privileges.

22. To incorporate with the Bill, or to reenact, with such variations, modifications, and exceptions as may be thought expedient, or to amend or repeal, so far as may be necessary, all or some of the provisions of, amongst other Acts, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Town Police Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Public Health Act, 1875," "The Local Loans Act, 1875," and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, and other matters, as may be deemed expedient.

23. To alter, extend, amend, or repeal, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of "The Weston-super-Mare Improvement and Market Act, 1842," "The Weston-super-Mare Improvement and Market Act, 1851," "The Weston-super-Mare Waterworks Act, 1853," "The Weston-super-Mare Improvement Commissioners Water Act, 1878," and of the several other Acts and Orders relating to the district, and the Commissioners, and all other Acts which may relate to or be in any way affected by any of the objects and purposes of the Bill.

And notice is hereby further given, that—

On or before the 30th day of November instant plans and sections showing the lines, situation, and levels of the works proposed to be authorised by the Bill, and

plans of the lands, houses, and other property which may be taken compulsorily by or under the powers of the Bill, together 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 Somerset, at his office at Frome; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and books of reference as relates to each parish or extra-parochial place in or through which the intended works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence; and

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

Dated this 12th day of November, 1886.

*William Smith and Sons*, Weston-super-Mare, Solicitors.

*John Charles Ball*, 16, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Tees Conservancy (Loans).

(Further Borrowing Powers; Alteration of Existing Provisions as to Repayment of Loans; Consolidation and Conversion of Loans and Creation of Consolidated Stock; Further Powers to Make Roads for Providing Access to Reclaimed Lands; to Construct Quays, Landing Places, &c.; to Levy Tolls, &c., and other Provisions; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session by the Tees Conservancy Commissioners (hereinafter called "the Commissioners") for leave to bring in a Bill to effect the following, or some of the following objects, that is to say:—

1. To empower the Commissioners to borrow further moneys for the purposes of their special Acts upon mortgage of their revenue account, or of any of their tolls, rates, dues, and other revenue, or of their estate and interest in any lands reclaimed or to be reclaimed by them, or the moneys coming to them from the sale of such lands, or by the grant of terminable or other annuities charged on those securities, or any of them.

2. To repeal or alter the provisions of the special Acts of the Commissioners with respect to the repayment of borrowed moneys, and to make other provisions in lieu thereof, and to defer the periods prescribed by the said Acts for commencing to pay off borrowed moneys, and to enlarge the periods within which such moneys are required to be paid off, and, if thought fit, to create one or more sinking funds for repayment of the whole or some of the loans raised or to be raised by the Commissioners, and to transfer thereto any moneys or securities forming part of or standing to the credit of their existing sinking funds.

3. To provide for the consolidation and conversion into one stock of the various loans, mortgages, or other securities raised or granted, or to be raised or granted, by the Commissioners under their present powers, or under the powers

of the Bill, and to authorise the creation and issue for that purpose of consolidated or other stock charged upon the whole of the tolls, rates, dues, and other revenues of the Commissioners; and to empower the Commissioners to arrange with persons holding mortgages and other securities of the Commissioners for the exchange or conversion thereof for or into such stock, and to empower holders of limited interests to enter into such arrangements.

4. To enable the Commissioners to make and construct roads and other ways, for giving access to reclaimed lands upon lands retained by the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or acquired by the Commissioners for that purpose; and also to construct and maintain wharves, quays, or landing-places with approaches, upon any such lands, and to acquire any lands for such purposes; and to empower the Commissioners to levy tolls, rates, and charges for the use of such wharves, quays, and landing-places, and for goods landed or shipped thereat, and to make provision for regulating the user thereof and persons using the same or employed thereat.

5. To alter, amend, and repeal, so far as may be necessary for effecting the intended objects, the provisions of the special Acts of the Commissioners, viz.:—The Tees Conservancy and Stockton Dock Act, 1852; the Tees Conservancy Act, 1854; the Tees Conservancy Act, 1858; the Tees Conservancy Act, 1863; the Tees Conservancy Act, 1867; the Tees Conservancy Act, 1875; the Tees Conservancy Act, 1878 and the Tees Conservancy Act, 1884.

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, 1886.

*Mat. B. Dodds*, Stockton-on-Tees, Solicitor  
*Durnford and Co.*, 38, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

City of London Municipal Elections (Vote by Ballot).

(Provisions for Voting by Ballot; Amendment of Acts.)

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 purposes, that is to say:

To enact and provide that at all elections of Mayors, Sheriffs, Chamberlains, Bridgemasters, Auditors of Chamberlain's and Bridgemasters' accounts, and all and every other officer and officers to be chosen in and for the city of London by the Liverymen thereof, and at all elections of Aldermen and Common Councilmen chosen at the respective wardmotes of the said city, and at any other municipal election in the city of London as defined in section 35 of the Municipal Elections (Corrupt and Illegal Practices) Act, 1884, the voting in case of a poll being demanded shall be by ballot.

To prescribe, regulate, and define the mode of taking the votes at any such poll, the duties of the Returning Officer, the number of votes to be given, the hours of polling, the course to be adopted on an equality of votes, the questions to be put to the voters, the notice to be given of the poll, the form of the declaration and of ballot-paper, the payment of the expenses, and all other matters connected with any such election.

To make provision for the prevention of offences at any such election, or in connection therewith.

To make applicable to any such election by incorporation in the intended Act, or otherwise,

and with such alterations or modifications as the intended Act may authorize or prescribe, all or some of the provisions of the Ballot Act, 1872, Part IV. of the Municipal Corporations Act, 1882, the Municipal Elections (Corrupt and Illegal Practices) Act, 1884, and the Elections (Hours of Polling) Act, 1885, and to alter, vary, or extinguish any existing rights or privileges which would interfere with the purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, or repeal all or some of the provisions of the Acts following, or some of them, that is to say: an Act of the eleventh year of the reign of King George the First, cap. 18, entitled "An Act for Regulating Elections within the City of London, and for preserving the peace, good order, and government of the said city," the local Act 12 and 13 Victoria, chapter XCIV., the City of London Municipal Elections Amendment Act, 1867, and any other Act regulating, affecting, or relating to Municipal Elections in the city of London.

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, 1886.

Dated this 17th day of November, 1886.

*G. Prior Goldney*, Remembrancer, Guildhall.

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

In Parliament.—Session 1887.

Bexley Heath Railway.

(Railway to Blackheath; Compulsory Purchase of Land; Tolls; Additional Capital; Payment of Interest out of Capital; Abandonment of portion of authorized Railway; Power to run into and use Blackheath Station; Working and other Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Bexley Heath Railway Company (hereinafter called "the Company"), for leave to bring in a Bill to authorize the Company to execute the works, exercise the powers, and effect the objects following, or some of them, that is to say:—

To make and maintain the railway next hereinafter described, with all proper stations, approaches, sidings, works, and conveniences connected therewith, viz.:—

A railway commencing in the parish of Eltham, in the county of Kent, by a junction with Railway No. 1, authorized by the Bexley Heath Railway Act, 1883, at a point 1 mile and 20 chains or thereabouts from the commencement of the said Railway No. 1, as marked and measured on the plans thereof deposited in November, 1882, with the Clerk of the Peace for the county of Kent, at his office at Maidstone; thence passing from, in, through, or into, the parishes of Eltham, Kidbrooke, and Charlton in the same county, and terminating in the said parish of Charlton, by a junction with the North Kent Railway of the South-Eastern Railway Company, at a point 14 chains or thereabouts, measured along the North Kent Railway in the direction of Woolwich, from the eastern end of the down platform of the Blackheath Station on that railway.

To deviate laterally from the line, and also vertically from the levels of the intended railway, shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be prescribed by the Bill.

To cross, stop up, open, alter, or divert, temporarily or permanently, all such roads, highways, bridges, tramways, streams, watercourses, sewers, drains, culverts, gas, water, and other pipes, tubes, and telegraph and telephone apparatus as it may be necessary to interfere with for any of the purposes of the Bill.

To purchase and take by compulsion or agreement lands, houses, and other property, and to acquire easements in or over lands for the purposes of the intended railway and works, and to authorize the purchase of any vaults, cellars, arches, or offices, or parts thereof attached or belonging to any house, building, manufactory, or premises, or any subsoil or property under the same, or such part only of any house, building, manufactory, or premises as may be required for the purposes of the Bill, without being compelled to purchase the whole thereof, notwithstanding the provisions of the 92nd section of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges in any manner connected with the lands and property so purchased or taken.

To underpin or otherwise secure any houses or buildings which may be rendered insecure, or likely to become insecure by reason of the construction or working of the intended railway, and which houses or buildings the Company do not require for the purposes of their undertaking.

To levy tolls, rates, and charges, upon or in respect of the intended railway and works, and also upon or in respect of the portion of railway and station to be used by the Company and others as hereinafter mentioned, and to confer exemptions from the payment of tolls, rates and charges.

To apply any capital or funds raised or authorized to be raised by the Company to the purposes of the Bill, and to raise additional capital for such purposes, and also for the general purposes of their undertaking by new shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time interest or dividends on any shares or stock of the Company.

To authorize and require the abandonment of so much of Railway No. 1 authorized by the Bexley Heath Railway Act, 1883, as was intended to be situated between the commencement thereof in the parish of Lee, and a point in the parish of Eltham, 1 mile and 20 chains or thereabouts from such commencement where the intended new or substituted railway before described is intended to commence.

The Bill will extend to the intended railway the provisions of section 52 of the Bexley Heath Railway Act, 1883, with respect to working and traffic agreements between the Company and the South Eastern Railway Company, and authorize those Companies to make further agreements relating to the construction, working, use, management, and maintenance of the authorized and intended railways of the Company and the expense thereof, and sanction or confirm any such agreement which, prior to the passing of the Bill, may be made between the Company and the South Eastern Railway Company.

The Bill will authorize the Company, and any company or persons lawfully working or using the railways of the Company or any part thereof by agreement or otherwise, from time to time to

run over and use with their engines, carriages, and waggons, and officers and servants for the purposes of traffic of every description, upon such terms and conditions pecuniary or otherwise, and upon payment of such tolls and rates as may be agreed upon or settled by arbitration, or prescribed by the Bill, the portion of railway next hereinafter mentioned, that is to say:—

So much of the North Kent Railway of the South Eastern Railway Company as is situated between the termination of the intended railway hereinbefore described in the parish of Charlton and the Blackheath Station thereon, including that station.

Together with the use of all sidings, platforms, points, signals, junctions, roads, water, watering-places, water-engines, engine sheds, standing room for engines and carriages, booking and other offices, buildings, works, and conveniences connected with the aforesaid portion of railway and station.

The Bill will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, 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. And it will amend, enlarge, or repeal some of the provisions of the local and personal Act 6 and 7 Will. IV., cap. 73, and any other Act relating to or affecting the South Eastern Railway Company, and the Bexley Heath Railway Acts, 1883 and 1886.

Plans and sections of the intended railway and works showing the situation, lines, and levels thereof, and the lands and other property which may be taken under the powers of the Bill, with a book of reference to the plans, an ordnance map with the line of the intended railway 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 Kent, at his office at Maidstone. And a copy of the said plans, sections, and book of reference, with a copy of this notice, published as aforesaid, will, on or before the said 30th day of November, be deposited with the clerk to the Board of Works for the Plumstead district, at his office at Old Charlton.

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 18th day of November, 1886.

*Dollman and Pritchard*, 3, Laurence Pountney Hill, London, Solicitors.

*William Bell*, 27, Great George-street, Westminster, *C. E. Mortimer*, 22, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Manchester Hydraulic Power Company.

(Incorporation of Company; Powers to acquire Lands by Agreement; to take and use Water from the River Irwell and the Bridgewater and Rochdale Canals, and the Waterworks of the Corporation of Manchester; to Break up Streets; to levy Tolls, Rates, and Charges; Agreements with Corporations and Companies and others; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the

ensuing session for an Act to confer on the Company to be incorporated thereby (hereinafter called "the Company") the following powers, or some of them (that is to say):—

To acquire by agreement and hold for the purposes of their undertaking lands, buildings, and other properties in the city of Manchester, in the county of Lancaster, and to make, maintain, and work steam or other engines, and thereby or by other machinery or methods to generate, produce, and supply motive power by means of hydraulic pressure to be used for working machinery, or for any other purpose to which such motive power is applicable:

To take and use for the purposes of the intended Act water from the River Irwell, the Bridgewater Canal, the Rochdale Canal, and the waterworks, mains, and pipes for the time being of the Corporation of Manchester, and to enable the Company and the owners of any such river, canal, or works to enter into and carry into effect agreements, or to confirm and give effect to agreements, between them with reference to the use by or supply to the Company of water therefrom:

To open and break up the surface of and to alter and otherwise interfere with streets, highways, public and private roads and footpaths, pavements, vaults, and thoroughfares within the district of the Company, and to alter and otherwise interfere with the tramways, gas pipes, water pipes, telegraph pipes, and other mains and pipes, sewers, and drains in, upon, or beneath the surface thereof, for the purposes of the intended Act, and for the purpose of laying down, maintaining, repairing, removing, renewing, altering, or reinstating the pipes or other apparatus of the Company, or for substituting others in lieu thereof, with powers of access thereto at all reasonable times:

The district over or within which the powers of the intended Act will or may be exercised will be the city of Manchester, or such part or parts thereof, as may be prescribed or authorized by the intended Act:

To authorize the demanding and recovering by the Company and others of rates, rents, and charges, and to authorize composition for the same, and to grant exemptions from the payment thereof:

To authorize agreements between the Company and the Corporation of Manchester and other authorities, Companies, or persons with reference to the exercise by the said Corporation, or by any such authority, Company, or person at the expense and on behalf of the Company, or otherwise as the intended Act may provide, of all or any of the powers of the intended Act, and otherwise for carrying out the objects and purposes thereof, and to confirm or give effect to any such agreement or agreements made before the passing of the intended Act:

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

The intended Act will incorporate all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863."

Printed copies of 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 18th day of November, 1886.

*Beale and Co.*, 28, Great George-street, Westminster, Solicitors.



In Parliament.—Session 1887.

Great Eastern Railway (General Powers).  
 (New Railways in the parishes of St. Andrew-the-Less (Cambridgeshire) and West Ham (Essex); Widening, &c., of Liverpool-street Station and lines leading thereto; Reconstruction of Bridges and stopping up of Roads, Streets, &c., in connection with such Widening, &c.; Widening, &c., of parts of Company's Railways in Cambridgeshire, Isle of Ely, Norfolk, and Essex; Diversion, &c., of Mill-road, Cambridge, of Footpaths at Tottenham (Middlesex), and Sudbury (Suffolk), of public road at Great Chesterford (Cambridgeshire), and of Salmon's Brook, at Edmonton (Middlesex); Compulsory purchase of Lands; Additional Lands in various Places; Stopping up of Footpaths at Prittlewell and St. Peters, Maldon (Essex); Powers to Cambridge Improvement Commissioners and Cambridge Corporation as to contribution, &c., to diversion of Mill-road; Amendment, &c., of Bishopsgate (All Saints District Discontinuance) Act, 1869; Tolls; Extension of Time for completion of and purchase of Lands for certain Railways and Works authorised by the Great Eastern Railway Acts, 1882, 1876, 1877, 1879, and 1883; Transfer of powers for Improvement of Railway from St. Ives to Huntingdon to Great Northern and Great Eastern Joint Committee; Extension of time for purchase of Lands for enlargement of Liverpool-street Station and of Lands in parish of St. Pancras (Middlesex), and for sale of Superfluous Lands; Abandonment of Railway in the parish of Marks Tey (Essex); Further capital powers; Provisions as to Debenture Stock under the Great Eastern Railway (Finance) Act, 1867, and redemption thereof; Extinction of Redemption Fund; Provision of Sinking Fund and issue of New Stocks; Amendment, &c., of Provisions of Great Eastern Railway (Additional Powers) Acts, 1869 and 1878, as to Debenture Stock; Amendment, &c., of Great Eastern Railway (General Powers) Act, 1883; and further provisions, and market, &c.; powers as to Bishopsgate Goods Depôt and Stratford

Market; Agreements with Owners and Lessee of Spitalfields Market; Exemption from market, &c., rights of Corporation of London and Owners, &c., of Spitalfields Market and others; Power to provide further accommodation for Visitors using Company's Piers; Amendment, &c., of Great Eastern Railway Act, 1881, as to Public Baths at Lowestoft; Further powers as to erection of Buildings at Parkeston, &c.; Lease of Ely and Newmarket Railway; Agreement with Ely and Newmarket Railway Company; Amendment or Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by or on behalf of the Great Eastern Railway Company (in this notice called "the Company") for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To authorise the Company to make and maintain with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railways and works, or some of them, or some part or parts thereof respectively, that is to say:—

A Railway (No. 1), wholly situate in the county of Cambridge, commencing in the parish of St. Andrew-the-Less, otherwise Barnwell, by a junction with the Company's Cambridge and Ely Main Line at a point thereon one chain, or thereabouts, measured along the said railway in a northerly direction from the point where the public road known as Coldham-lane crosses the said railway on the level, and passing into and terminating in the parish of Cherry Hinton by a junction with the Company's Newmarket Branch Railway, at a point thereon thirty chains, or thereabouts, measured along the said railway in an easterly direction from the mile-post on the said railway indicating one mile from Cambridge.

And it is intended by the Bill to take for, or in connection with, the purposes of the intended Railway No. 1, certain lands being or reputed to be common or commonable lands, of which the following are particulars, and the estimated quantity to be taken is, viz.:—

Name (if any) by which the lands are known.	Where the lands are situate.	Quantity within the limits of deviation.			Estimated quantity to be taken.		
		A.	R.	P.	A.	R.	P.
Coldham Common .. ..	Parish of St. Andrew the Less, otherwise Barnwell	15	0	0	3	1	0

A Railway (No. 2), commencing in the parish of St. Mary, Stratford-le-Bow, in the county of Middlesex, by a junction with the Company's Railway from Stratford (High Level) to Victoria Park, at a point thereon sixteen and a-half chains, or thereabouts, measured along the last-mentioned railway in a westerly direction from the signal-box at Channelsea Junction, and passing into and terminating in the parish of West Ham, in the county of Essex, by a junction with the Company's Channelsea Branch Railway, at a point thereon sixteen and a-half chains, or thereabouts, measured along that railway in a northerly direction from the said signal-box.

A Railway (No. 3), wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the Company's Colchester main line, at a point thereon eleven

yards, or thereabouts, measured in a north-easterly direction from the bridge carrying the said main line over Wharton-road, and terminating by a junction with the Company's railway from Stratford (High Level) to Victoria Park, at a point thereon twelve chains, or thereabouts, measured in a south-easterly direction from the signal-box at Channelsea Junction.

A widening, enlargement, and improvement (No. 1) of the Company's Liverpool-street station and the lines of railway leading thereto on the east side thereof respectively, commencing in the parish of St. Leonard, Shoreditch, in the county of Middlesex, at or near the bridge carrying Norton Folgate over the Company's main line, and terminating in the parish of St. Botolph, Bishopsgate, in the city of London, at or near the southern side of Two Swan-yard,

which intended widening, enlargement, and improvement (No. 1) will be made and be situate in the parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—St. Leonard, Shoreditch, and Liberty of Norton Folgate, in the county of Middlesex, and St. Botolph, Bishopsgate, in the city of London.

In connection with the said widening, enlargement, and improvement (No. 1), to empower the Company to reconstruct, in whole or in part, the existing bridges carrying Norton Folgate and Worship-street over the Company's railway, and for that purpose temporarily to close and stop up those streets respectively; and also to empower the Company, permanently or temporarily, to stop up and discontinue as public thoroughfares the following streets, thoroughfares, courts, alleys, and other places, namely:—Cork-alley, Acorn-street, Newnham-place, Angel-alley, Lamb-alley, Sun-street, Dunning's-alley, Dunning's-place, Sweet Apple-court, Bishopsgate-buildings, Farrar's-rents, Half Moon-street, One Swan-yard, Britannia-place, Two Swan-yard, and all or any other thoroughfares, courts, alleys, and other places (except Primrose-street and Skinner-street) lying between the Company's Liverpool-street Station on the west, Bishopsgate-street Without and Norton Folgate on the east, Worship-street on the north, and Liverpool-street on the south, and to vest in the Company the sites and soil of all or any streets, thoroughfares, courts, alleys, and places to be so stopped up, freed, and discharged from all public or other rights of way or other rights in, over, or affecting the same.

A widening (No. 2), wholly in the parish of St. Andrew-the-Less, otherwise Barnwell, in the county of Cambridge, of the Company's Cambridge Main Line (on the east side thereof), and improvement of the Company's Cambridge Station, also in that parish, commencing at a point ten yards, or thereabouts, measured in a northerly direction along the said main line from the Hills-road Bridge and terminating at a point ten yards, or thereabouts, measured in a southerly direction from the place where Mill-road crosses the said main line on the level.

A widening and improvement (No. 3), wholly in the parishes of Ely St. Mary and Ely Trinity, or one of them, in the Isle of Ely, in the county of Cambridge, of the Company's Cambridge and Norwich Main Line, commencing at or near a point fifteen chains, measured in a south-westerly direction from the booking-office of the Ely Station, and terminating at or near a point nine and a-half chains, measured in a north-easterly direction from the said booking-office.

A widening and improvement (No. 4), wholly in the hamlet of Thorpe, in the county of the city of Norwich, of the Company's Norwich and Yarmouth Line, commencing at or near a point six chains, measured in a westerly direction, from the bridge carrying the Carrow-road over the said railway, and terminating at or near a point twelve chains, measured in an easterly direction, from the said bridge, and to empower the Company in connection therewith to reconstruct the said bridge, either in whole or in part, and to divert, either temporarily or permanently, the Carrow-road.

A widening and improvement (No. 5), wholly in the parish of Alresford, in the county of Essex, of the Company's Tendring Hundred Railway, commencing at or near a point six and a-half chains west of the booking-office of Alresford Station, and terminating at or near a point seven and a-half chains east of the said booking-office.

A widening and improvement (No. 6), wholly in the county of Essex, of the Company's Colchester Main Line, commencing in the parish of

Lexden, at or near a point four chains west of the bridge carrying the said main line over North-street, at Colchester (North) Station, and passing into and terminating in the parish of St. Michael, Mile End, at or near a point four chains east of the said bridge.

A widening and improvement (No. 7), wholly in the parish of Wisbech St. Peter, in the Isle of Ely, in the county of Cambridge, of the Company's Lynn and Wisbech Railway, commencing at or near a point four chains west of the booking-office of Wisbech Station, and terminating at or near a point eight chains east of the said booking-office.

A diversion, wholly in the parish of St. Andrew-the-Less, otherwise Barnwell, in the county of Cambridge, of Mill-road, now crossing the Company's Cambridge and Ely Main Line of Railway on the level, such diversion to commence at or near a point on the said road six chains west of the existing level crossing, and to terminate at or near a point on the said road six chains east of the said level crossing; and the Bill will or may extinguish all public and other rights of way or other rights over or affecting the said railway at the point at which Mill-road now crosses the same on the level, and will authorise the stopping up of such level crossing.

To empower the Company to divert or alter, in the parish of Tottenham, in the county of Middlesex, the public footpath crossing on the level the Company's London and Cambridge Main Line at Marsh Gate Crossing or Down-lane, at or near a point forty-four and a half chains south of the booking-office of the Park Station, which said diversion or alteration will lie between a point on the west side of the said railway, about seventeen yards from the centre of the railway, and a point on the east side of the said railway about seventeen yards from the centre thereof, and the Bill will or may extinguish all public or other rights of footway over the said railway at the point at which the said footpath now crosses the said railway on the level.

To empower the Company to divert or alter, in the parish of Tottenham, in the county of Middlesex, the public footpath now crossing the Company's London and Cambridge Main Line on the level at the place known as Scotland Green Crossing, about thirty-two and a half chains south of the booking-office of the Park Station, which said diversion or alteration will commence at or near such level crossing and terminate in Marsh Gate-lane, otherwise Down-lane, at or near the point where it crosses the said railway about forty-four and a half chains south of the said booking-office, and the Bill will or may extinguish all public or other rights of way over the said railway at the point at which the said footpath now crosses the said railway on the level.

A diversion, wholly in the parish of Ickleton, in the county of Cambridge, of the public road leading from Great Chesterford to Strethall, now crossing the Company's Cambridge Main Line, on the level at the Great Chesterford Station, four and a half chains, or thereabouts, measured along the said main line in a northerly direction from the end of the down platform, such diversion to commence at or near a point on the said road ten yards west from the centre of the railway, and to terminate at or near a point on the road leading from Great Chesterford to Ickleton one chain west of the centre of the bridge carrying the last-mentioned road over the said railway; and the Bill will or may extinguish all public or other rights of way over the said railway at the point at which the said road from Great Chesterford to Strethall now crosses the

same on the level, and will authorise the stopping up of such level crossing.

To authorise the Company to divert in the parish of Sudbury, in the county of Suffolk, the public footpath now crossing the Company's Sudbury, Melford, and Bury Line on the level at a point three and a half chains, or thereabouts, measured along the said railway in an easterly direction from the booking-office at Sudbury Station, between a point twelve yards, or thereabouts, on the north side of the said railway from the centre thereof, and a point seventeen yards, or thereabouts, on the south side from the centre of the said railway.

To authorise the Company to divert in the parish of Edmonton, in the county of Middlesex, the stream known as Salmon's Brook, between a point thereon forty-four yards, or thereabouts, measured along the said stream in an easterly direction from the centre of the Company's Branch Railway at Lower Edmonton Station, and a point in the said stream eighty yards, or thereabouts, measured in a northerly direction along the same, from the booking-office of Lower Edmonton Station, and to stop up so much of the said stream as lies between the commencement and termination of the intended diversion thereof.

To authorise the Company to purchase, by compulsion or agreement, lands, houses, and buildings, and rights and easements in, over, or affecting lands, houses, and buildings, for all or any of the works and purposes of the intended Act; and to purchase by agreement additional lands for extraordinary purposes; and to purchase, by compulsion or agreement, other lands, houses, and buildings in the parishes, places, and counties hereinafter mentioned, for stations, sidings, or other accommodations or purposes connected with their undertaking, that is to say:—

In the county of Essex—

In the parish of Low Leyton, otherwise St. Mary Leyton, on the west side of the Company's Loughton Branch Railway, forty-two chains, or thereabouts, north-east of Leytonstone Station, being the site of a disused ballast pit.

In the parishes of Wanstead and Low Leyton, otherwise St. Mary Leyton, on the west side of the Company's Railway from Stratford to Lea Bridge, and about four chains north of the Loughton Junction signal-box.

In the parish of Theydon Garnon, on the east side of the Company's Loughton and Ongar Branch Railway, near Epping Station.

In the county of Hertford—

In the parish of Great Amwell, on the north-east side of the Company's Ware and Hertford Branch Railway, near the Ware Station.

In the Isle of Ely, in the county of Cambridge—

In the parish of Wisbech St. Peter, on the west side of the Company's Lynn and Wisbech Branch Railway, near the Wisbech Station.

To provide for the stopping up and discontinuance of and the extinguishment of all public or other rights of way, or other rights over the following portions of footpaths, namely:—So much of the footpath in the parish of Prittlewell, in the county of Essex, leading from the London-road to Milton-street, as crosses, or would cross, the Railway No. 4, authorised by the Great Eastern Railway Act, 1883, at the distance of 7 miles 7 furlongs 8·50 chains, or thereabouts, measured along the centre line of the said Railway No. 4, as shown upon the plans deposited for and referred to in the said Act from the commencement of the said railway, as shown on the said plans. So much of the footpath in the parish of St. Peters, Maldon, in the county of Essex, leading from Market-hill, Maldon, to Beeleigh Abbey, as crosses, or would cross, the

Railway No. 8 authorised by the said Act, at a point the distance of 7 miles 6 furlongs 5·75 chains, or thereabouts, measured along the centre line of the said Railway No. 8, as shown upon the said plans, from the commencement of the said Railway, and the vesting in the Company of the site and soil of the said portions of footpaths respectively.

To authorise, and, if need be, to require the Cambridge Improvement Commissioners, and the Corporation of Cambridge, or one of them, to contribute towards the cost of the intended diversion hereinbefore described of Mill-road, in the parish of St. Andrew-the-Less, Cambridge, such sum or sums of money as may be prescribed by the Bill, or as may be agreed upon between them and the Company, or as, in case of difference, may be determined by arbitration, or in such other manner as the Bill may prescribe; and to prescribe the time and mode of payment of the sum or sums to be so contributed, and to authorise, and, if need be, to require, the said Commissioners and Corporation, or one of them, to contribute towards any extra cost in the intended diversion as aforesaid of the said road which may be occasioned by any alterations in the plans and sections of such diversion to be deposited as hereinafter mentioned, which may be required or desired by the said Commissioners or Corporation, or by any other parties, and to authorise, and, if need be, to render it obligatory, upon the said Commissioners and Corporation, or one of them, to apply their borough and district funds, or other funds, rates, and moneys for the purpose, and to raise money on the security thereof, and to provide for the settlement of all differences between the Company and the said Commissioners and Corporation by arbitration, and to authorise agreements and to sanction and confirm any agreement or agreements which have been, or may be made, between the said Commissioners and Corporation, or one of them, and the Company, with reference to any of the matters aforesaid.

To amend, alter, extend, or repeal all or some of the provisions of the Bishopsgate (All Saints District Discontinuance) Act, 1869, and to empower the Company to acquire compulsorily, or by agreement, for the purposes of the enlargement of Liverpool-street Station, the schools and school chapel, and the curate's residence mentioned in the said Act, and the site and soil thereof, to provide for the discontinuance of the same, and the appropriation of the purchase moneys to be paid by the Company therefor, and to authorise agreements between the rector of the parish of St. Botolph, Bishopsgate Without, the trustees of the Bishopsgate Ward Schools, the trustees of the parish estates of the said parish, or either of them, and the Company, with reference to those objects, or any of them.

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 Act, or other purposes connected with the Company's undertaking, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company in the construction of any of the works proposed to be authorised by the intended Act, to deviate from the line and levels thereof shown in the plans and sections to be deposited hereinafter mentioned, to any extent to be prescribed by the said intended Act, 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 intended Act.

To demand, levy, take, and recover tolls, rates, and charges, for and in respect of the works to be authorised by the intended Act, and to confer exemption from the payment of such tolls, rates, and charges respectively.

To extend the periods now limited for the completion of the following railways, improvements of railways, and works, and for the compulsory purchase of lands for the purposes thereof respectively, that is to say:—

- (a) The Railway No. 1, authorised by section 6, sub-section A, of "The Great Eastern Railway Act, 1882."
- (b) The Railway No. 2, authorised by section 6, sub-section B, of "The Great Eastern Railway Act, 1882."
- (c) The improvement of the Company's main line, authorised by section 7, sub-section 1, of "The Great Eastern Railway Act, 1882."
- (d) The improvement of the Company's main line, authorised by section 7, sub-section 2, of "The Great Eastern Railway Act, 1882."
- (e) The improvement of the Company's North Woolwich Branch Railway, in the county of Essex, authorised by section 7, sub-section 3, of "The Great Eastern Railway Act, 1882."
- (f) The improvement of the Company's Colchester main line, on both sides thereof, in the county of Essex, authorised by section 7, sub-section 4, of "The Great Eastern Railway Act, 1882."

To extend the periods now limited for the completion of the following works and railways:—

- (g) The alteration of the bridge in the parish of West Ham, in the county of Essex, authorised by section 9, sub-section 4, of "The Great Eastern Railway Act, 1882."
- (h) The alteration of the bridge in the parish of West Ham, in the county of Essex, authorised by section 9, sub-section 5, of "The Great Eastern Railway Act, 1882."
- (i) The alteration of the gradients of the North Woolwich Branch Railway, in the parish of West Ham, in the county of Essex, authorised by section 9, sub-section 6, of "The Great Eastern Railway Act, 1882."
- (j) Railways Nos. 3, 4, 5, 6, 7, 8, 9, and 10, in the county of Essex, authorised by section 5, of "The Great Eastern Railway (General Powers) Act, 1883."
- (k) The improvement in the parish of Romford, in the county of Essex, authorised by section 5, sub-section B, of "The Great Eastern Railway (General Powers) Act, 1883."
- (l) So much of the Bethnal Green and Bow improvement in the parish of St. Matthew, Bethnal Green, and in the hamlet of Mile End Old Town, in the county of Middlesex, authorised by section 7, sub-section J, of "The Great Eastern Railway Act, 1876," as lies between the commencement of the said improvement in the said parish of St. Matthew, Bethnal Green, and the commencement in the said hamlet of Mile End Old Town, in the county of Middlesex, of the improvement of the Company's main line, authorised by section 7, sub-section 2, of "The Great Eastern Railway Act, 1881."
- (m) The improvement of the railway from St. Ives to Huntingdon, in the county of Hunting-

don, authorised by section 7, sub-section C, of "The Great Eastern Railway Act, 1877." And the Bill will or may transfer, or authorise the transfer, of all or some of the rights, powers, and authorities conferred upon the Company for the purposes of the improvement of the said railway from St. Ives to Huntingdon to the Great Northern and Great Eastern Joint Committee, and will or may empower the said Committee to apply their corporate funds for the purposes of carrying the said rights, powers, and authorities into effect.

To extend the time for the compulsory purchase of the lands for the enlargement and improvement of Liverpool-street Station, in the parish of St. Botolph, Bishopsgate, in the city of London, and the Liberty of Norton Folgate, and the parish of St. Leonard, Shoreditch, in the county of Middlesex, authorised by section 64, sub-section A, of "The Great Eastern Railway Act, 1882," and the lands in the parish of St. Pancras, in the county of Middlesex, authorised by section 64, sub-section B, of "The Great Eastern Railway Act, 1882."

To authorise the Company to abandon or relinquish the construction of the railway in the parish of Marks Tey, in the county of Essex, authorised by section 7, sub-section B, of "The Great Eastern Railway Act, 1879."

To extend the time limited by "The Great Eastern Railway (General Powers) Act, 1883," for the sale of superfluous lands.

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 which may not be required for the purposes for which it is now authorised to be raised or borrowed, and to raise further money by the creation and issue of ordinary or deferred stock, or by preference stock, or preference stock convertible into ordinary stock, at such times and upon such terms (pecuniary or other) and conditions as the Company may think proper or the Bill may prescribe, or by debenture stock or by mortgage.

To alter or amend the provisions of the "Great Eastern Railway (Finance) Act, 1867," with reference to the debenture stock created under such Act, and the redemption thereof; and to enable the Company to agree with the holders, or any of the holders, of such stock (in this notice referred to as the "B Debenture Stock") for its conversion, wholly or in part, into the Company's Irredeemable 4 per Cent. Debenture Stock, or other like stock, under such arrangements and upon such terms and conditions as may be defined in the Bill, or may be authorised to be made under the provisions thereof; and for the extinction, as regards the stock so exchanged or converted, of the redemption fund constituted under the said Act, and for providing and maintaining a sinking fund in lieu thereof; and to authorise the Company to issue additional 4 per Cent. Irredeemable Debenture Stock, or other like stock, for the purposes of such exchange or conversion, and also for the exchange or conversion of any of the other debenture stocks of the Company by agreement with the holders thereof, or any part thereof, with a view to the establishment of one consolidated debenture stock; and the Bill will or may provide for the application of any stock or money given for exchange of stocks, and also of any moneys or premiums heretofore obtained or to be hereafter obtained on the issue of any mortgage or debenture stock above the nominal amount of the stock, and will confirm any application heretofore made of such

money or premiums; and will define and regulate the powers of the Company of raising money by debenture stock instead of borrowing on mortgage; and will vary or extinguish rights or privileges, and amend the provisions of the Great Eastern Railway (Additional Powers) Acts, 1869 and 1878, relating to the B Debenture Stock.

To amend and extend the provisions of "The Great Eastern Railway (General Powers) Act, 1883" (Sec. 34), relating to the letting, use, and occupation for the purposes of the sale of the articles therein mentioned, of the buildings, works, and lands belonging to or in connection with the Bishopsgate Goods Depôt, in the parishes of Christchurch, Spitalfields, St. Matthew, Bethnal Green, and St. Leonard, Shoreditch, or some or one of them, in the county of Middlesex; and to confirm by the Bill or provide for the confirmation of agreements entered into or which may be entered into between the Company and the owners and lessee of the Spitalfields Market, in the parish of Christchurch, Spitalfields, in the county of Middlesex, and the rents and tolls thereof, and to enable the Company to give effect to those agreements, and to provide for the establishment of a market at the said Bishopsgate Goods Depôt for the sale of vegetables, roots, and fruit, and other marketable produce, as well as of the articles already authorised, and also to carry on and continue the market for the sale of vegetables, roots, fruit, and other marketable produce carried on by the Company on certain lands adjoining the North Woolwich Branch Railway of the Company, and adjoining the Stratford Market Station, and lying on the west side of the said branch railway and between that railway and the Channelsea River (hereinafter referred to as "the Stratford Market"), and to let and grant the use and occupation of any of the said premises for the purposes of the sale of vegetables, roots, fruit, and other marketable produce; and so far as may be necessary to exempt the said Bishopsgate Goods Depôt and the Stratford Market and the Company in respect thereof from any market or other rights or privileges of the Corporation of the city of London, and the owners of or other persons interested in the Spitalfields Market, or of any other corporation or person, and to vary or extinguish such rights and privileges, and to empower the Company to erect, construct, and maintain as part of their undertaking all necessary or convenient market houses, market places, stalls, shops, warehouses, buildings, roads, approaches, sewers, drains, works, and conveniences connected with the said proposed markets; to sell or demise the said lands and premises, or any part thereof; to take, demand, collect, levy, and recover rates, tolls, dues, stallages, charges, and rents for, or in respect of, the said markets, market houses, market places, stalls, shops, warehouses, buildings, and lands. and to compound for and confer exemptions from such rates, tolls, dues, stallages, charges, and rents.

To authorise the Company to apply and expend their capital or funds in providing accommodation for visitors using the piers of the Company situate at Lowestoft, and any other place of sea-side resort, and to erect and maintain reading, concert, waiting, and other rooms, works, and conveniences for the use of persons frequenting the piers, or any of them; and from time to time to let or demise the same for terms of years or otherwise; and to amend and extend the provisions of "The Great Eastern Railway Act, 1881," as to the provision of public baths at Lowestoft, and the powers of the Company with

reference thereto; also to apply their capital and funds in the erection, in the parish of Ramsey, in the county of Essex, of buildings, houses, and cottages for the accommodation and use of the servants of the Company employed at Parkeston Quay and otherwise, and also of any buildings which may be required with reference to the steamboat service of the Company, either at Parkeston or elsewhere, connected with the undertaking of the Company.

To authorise the Company to accept a lease of the undertaking of the Ely and Newmarket Railway Company, and to enable that Company to grant a lease thereof to the Company, and to amend, vary, repeal, or extend the provisions of "The Ely and Newmarket Railway Act, 1875," and of "The Great Eastern Railway Act, 1881," relating to the Ely and Newmarket Railway Company, and to sanction, confirm, and give effect to any agreement made, or to be made, between the two Companies for any of the purposes aforesaid, and to enable the Company to exercise the powers of the Ely and Newmarket Railway Company under such lease, whether of working and maintaining the railway, levying tolls, rates, and duties, or otherwise.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To repeal or amend the provisions or some of the provisions of the several Acts of Parliament following, or some of them, that is to say, the Great Eastern Railway Acts, 1862, 1872, 1874, 1875, 1876, 1877, 1879, 1881, 1882, 1883, 1885, and any other Acts relating to the Company, and 9 and 10 Vic., cap. 345, 13 and 14 Vic., cap. 37, 19 and 20 Vic., cap. 17, 26 and 27 Vic., cap. 1, and any other Acts relating to the Cambridge Improvement Commissioners or Corporation of Cambridge.

Plans and sections of the proposed works, so far as they are of the second class specified in the Standing Orders of either House of Parliament, and plans of the lands which may be subject to the compulsory powers of purchase to be conferred by the intended Act, together with books of reference to the said plans respectively, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, will be deposited as follows, that is to say:—In the case of all works and lands in the county of Suffolk with the Clerk of the Peace for that county, at his office at Ipswich. In the case of all works and lands in the county of Cambridge, with the Clerk of the Peace for that county, at his office at Cambridge. In the case of all works and lands in the Isle of Ely, in the county of Cambridge, with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge. In the case of all works and lands in the county of Essex, with the Clerk of the Peace for that county, at his office at Chelmsford. In the case of all works and lands in the county of Norfolk, with the Clerk of the Peace for that county, at his office at Norwich. In the case of all works and lands in the county of the city of Norwich, with the Clerk of the Peace for that county, at his office at Norwich, and with the Clerk of the Peace for the county of Norfolk, at his office at Norwich. In the case of all works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell. In the case of all works and lands in the city of London, with the Clerk of the Peace for that city, at his office at the Sessions House, in the Old Bailey, and with the Clerk of the Peace for the county of Middle-

sex, at his office at the Sessions House, Clerkenwell. In the case of all works and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans. Copies of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place, in or through which the proposed works are intended to be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, will be deposited as follows, that is to say:—In the case of the parish of St. Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office in Old-street. In the case of the Liberty of Norton Folgate, with the Clerk of the Whitechapel District Board of Works, at his offices at Great Alie-street, Whitechapel. In the case of all works and lands in the parish of St. Mary, Stratford-le-Bow, with the Clerk of the Poplar District Board of Works, at his office in High-street, Poplar. In the case of any other parish, with the parish clerk of such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence. Each such deposit as aforesaid will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice, as published in the London Gazette.

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 11th day of November, 1886.

*W. Fred. Fearn*, Liverpool-street Station,  
E.C., Solicitor for the Bill.

*Rees and Frere*, 13, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1887.

Newark and Ollerton Railway.

(Incorporation of Company; Construction of Railways from Newark to Ollerton, in Nottinghamshire; Traffic and Working Agreements with the Great Northern Railway Company, and Running Powers over Portions of their Railway; Use of Stations and Junctions, and Interchange of Traffic; Compulsory Purchase of Lands, Common Lands, Payment of Interest out of Capital; Tolls, Rates, and Charges; Amendment and Incorporation of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To incorporate a Company, and to authorize the Company to be incorporated (hereinafter called "the Company"), to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with stations, sidings, junctions, approaches, bridges, yards, buildings, and all proper works and conveniences connected therewith, that is to say:—

A railway wholly in the county of Nottingham, commencing in the parish of North Muskham by a junction with the main line of the Great Northern Railway, at a point on such railway 170 yards, or thereabouts, measuring along that railway south of the mile or distance post on that railway denoting 123 miles distant from London, and thence passing from, in, through, or into all or some of the parishes, townships, and extra-parochial or other places of North Muskham, Bathley, Ossington, Norwell, Norwell Woodhouse, Caunton, Laxton, Kneesall, Kersall, Eakring, Rufford, Ompton, Wellow, Edwinstowe, and Ollerton, all in the county of Nottingham, and

terminating at or near the village of Ollerton, in the township of Ollerton, in the said parish of Edwinstowe, in and near the north-west corner of a certain field numbered 130 on the 25-inch scale ordnance map of Nottinghamshire, sheet xxiv. i. (21. 1), known as "Field at Top of Croft," belonging to Augustus William Savile, and in the occupation of John Tom Wagstaff.

And it is intended by the Bill to take for the intended railway and works certain lands, being or reputed to be common or commonable lands, called or known as Kneesall Green, situate in the said parish of Kneesall, and of which 12 acres, or thereabouts, will be included within the limits of deviation shown on the plans to be deposited as hereinafter mentioned, and the estimated quantity of such lands to be taken, will not exceed 3 acres and 2 roods.

To authorize the Company to deviate laterally from the lines of the intended works to the extent shown on the said plans, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To authorize the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railway and works, and of the Bill, in any of the before-mentioned parishes and places, and to vary or extinguish all rights and privileges in any manner connected with the lands, house, and hereditaments so purchased.

To authorize the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and also upon the portions of railways, stations, and works hereinafter mentioned belonging to the Great Northern Railway Company, and to alter the tolls, rates, and duties which that Company is now authorized to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To cross, stop up, and remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains and pipes, buildings, erections, or works within the aforesaid parishes and places as may be necessary for the purposes of the intended works.

To authorize the Company on the one hand, and the Great Northern Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, and maintenance of the intended railway and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange and transmission, forwarding and delivery of traffic coming from or destined for the respective railways of the contracting Companies, the fixing of the tolls, rates, and charges to be demanded, taken; and recovered in respect of such traffic, and the division and apportionment of the receipts arising therefrom; and the Bill will confirm and give effect to any contracts or agreements which have been, or may before the passing thereof, be entered into between the Company and the said Great Northern Railway Company with reference to the matters aforesaid.

To empower the Company and all companies and persons lawfully working or using the railway of the Company, or any part thereof, either by agreement or otherwise, to run over, work,

and use with their engines, carriages and wagons, officers and servants, and for the purposes of traffic of all kinds, and upon such terms and conditions, and upon payment of such tolls and rates, as may be agreed upon or settled by arbitration or provided by the Bill, so much of the Great Northern Railway as lies between the said intended point of junction of the intended railway, within the said parish of North Muskham, with the railway of that Company and their station at Newark, in the said county of Nottingham, including the Newark Station, station-yards, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, works, and machinery, and to require and compel the Great Northern Railway Company to give all necessary facilities for the above purposes.

To enable the Company to pay interest or dividends on any of their shares or stock out of capital, and to alter with regard to the Company the provisions of the Companies Clauses Consolidation Act, 1845, in this respect and with respect to the paying up of capital of the Company, and the exercise of borrowing powers.

To enable and authorize any tenant for life of or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by the construction of the intended railway, or any works or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of such lands, and to grant and convey to the Company any lands required for the construction of the intended railway, or any part or parts thereof respectively, or any such works or conveniences, either without payment or other consideration, or for such consideration, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

To vary or extinguish all rights and privileges which may interfere with the objects of the Bill, or any such contracts or agreements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Lands Clauses Consolidation Umpire Act, 1833," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will alter, amend, enlarge, or repeal, so far as may be necessary, some of the provisions of the Great Northern Railway Act, 1846 (9 and 10 Vict., cap. 71), and of any other Acts relating to the Great Northern Railway Company.

And notice is hereby further given, that on or before the 30th day of November in the present year, duplicate plans and sections of the intended railway and works, showing the lines and levels thereof, and the lands and houses to be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map with the general course and direction of the intended railway delineated thereon, 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 Nottingham, at his office, at Newark, and that 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 the intended railway or works will be made or pass, with a copy of the said notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial places with the parish clerk of some parish adjoining thereto at his residence. And on or before the 21st day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1886.

*Hodding and Beevor*, Solicitors, *Workshop Jordan and Son*, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

National Assurance Company of Ireland. (Powers as to Capital; Voting; Directors; Local Committees; Explaining the liability of Shareholders; Confirmation of Transfers of Business of other Societies; Incorporation of Acts; Repeal and Amendment of Charter and Acts.)

APPLICATION will be made to Parliament in the next ensuing session thereof by the National Assurance Company of Ireland (hereinafter referred to as "the Company"), for leave to bring in a Bill for the following, or some of the following purposes, that is to say:—

1. To vary the denomination of the shares of the Company, and to make other provisions with respect to the capital of the Company, and the shares into which it is divided and the calls thereon, and the votes of shareholders.

2. To make further provisions with respect to the qualification and rotation of directors, the time for holding the general assembly of the Company, the voting by proxy thereat, and the audit of the accounts of the Company.

3. To enable the directors of the Company to appoint local committees, boards of management, local agents, and other officers, to carry on the business of the Company in the United Kingdom and elsewhere, and to make such bye-laws, rules and regulations in relation thereto as they may from time to time think expedient.

4. To regulate and define the existing and future liability of the shareholders of the Company, and to prohibit the issue of legal process against directors and shareholders of the Company.

5. To confirm the transfer to the Company of the business of "The County and City of Dublin Widows Fund and General Annuity Endowment Society," "The Great Britain Mutual Life Assurance Society," and "The London and North Western Fire Insurance Company, Limited" respectively, and to make all such provisions as may be necessary or expedient in relation thereto, or to the Life Assurance Companies Act, 1870, and other Acts amending the same, and particularly to confirm the agreements for the said several transfers bearing date respectively the 3rd day of September, 1878, the 22nd day of August, 1882, and the 22nd day of October, 1884.

6. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer other rights and privileges, and will or may incorporate by reference or in extenso, and with or without alteration, the provisions of the Companies Clauses Consolidation Act, 1845, with respect to the distribution of the capital of the Company into shares, the payment of subscriptions, and the means of enforcing calls, the remedies of the creditors of the Company against the share

holders, and the appointment and duties of auditors; and will repeal, alter and amend the necessary provisions of the said charter, and of the National Assurance Company of Ireland Act, 1876, and of any other Act, charter, deed of settlement, or instrument, directly or indirectly affecting the Company.

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, 1886.

*Trevor Overend*, 12, Ely-place, Dublin,  
Solicitor for the Bill.

*Dyson and Co.*, 23 and 24, Parliament-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1887.

Lancashire County Justices.

(Compensation to Justices by Corporations establishing separate Police Force; Transfer to Corporations of County Police Stations and other Buildings; Compensation to County Officers; Amendment of Municipal Corporations Act, 1882, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Justices of the Peace for the County Palatine of Lancaster (hereinafter referred to as "the Justices") for an Act for all or some of the following purposes (that is to say):—

To provide that in the event of a Corporation of any borough in the County Palatine of Lancaster at any time establishing a separate force of constables for such borough, the liability of such borough for the payment to the justices of its proportion of pensions or superannuation allowances, or of any debt incurred on the security of the local police rate of the district in which such borough is situate, shall be continued.

To provide for the payment to the justices by the Corporation of any such borough by way of compensation to the justices in respect of the cesser of the liability of such borough to contribute to the general and local police rates of the county such sum or sums as shall be agreed upon between the justices and such Corporation, or failing agreement as shall be determined by arbitration, or in such other manner as may be prescribed by the intended Act.

To provide that such sum or sums shall be paid by such Corporation out of the borough fund and borough rate to the treasurer of the county at such time or times as may be prescribed by the intended Act.

To provide for the transfer and conveyance to any such Corporation of any county police station or other county buildings situate in such borough, and to provide for the payment to the justices of such sum, in consideration for such transfer, as shall be agreed, or as, in default of agreement, shall be settled by arbitration.

To provide for the application of the proceeds of any such transfer or sale.

To provide compensation to the Clerk of the Peace, Coroner, and such other officers of the county holding any office of profit for any deprivation or diminution of salary, fees, and emoluments of office which may arise by reason of the granting at any time of a separate Court of Quarter Sessions under the provisions of the Municipal Corporations Act, 1882, to any borough situate in the said county, and that any borough situate in the said county which may previously to the passing of the intended Act have been

granted under the Municipal Corporations Act, 1882, a separate Court of Quarter Sessions, shall in like manner be liable to the payment of such compensation.

To authorise the justices and the Corporations of any of such last-mentioned boroughs to agree as to the amounts of such compensation, and failing agreement, that such amounts shall be settled by arbitration.

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

To amend, vary, or repeal, so far as may be necessary for the purposes aforesaid, some or any of the provisions of the Municipal Corporations Act, 1882.

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 18th day of November, 1886.

*Fred. C. Hulton*, Clerk of the Peace,  
Preston, Lancashire.

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

Board of Trade.—Session 1887.

Sandown Pier.

(Application for Provisional Order for extension of Time and revival of Powers for construction of Works authorized by the Pier and Harbour Orders Confirmation Act, 1874, and additions thereto.)

**N**OTICE is hereby given, that on or before the 23rd day of December, 1886, application is intended to be made to the Board of Trade for a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following purposes, that is to say:—

To revive and extend the time for the completion of the pier and works authorized by the Sandown Pier Order, 1874, as confirmed by "The Pier and Harbour Orders Confirmation Act, 1874," and for making and extending the pier and works authorized by that Order, which works are situate in the parish of Brading, in the Isle of Wight, and the bed and shore of the sea, and to extend the length of the said pier, 400 feet or thereabouts, from the termination of the existing pier, and to erect thereon a pavilion.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the said intended works, the powers for which are proposed to be revived, 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 Southampton, at his office at Winchester, in the said county, at the Custom House, Cowes, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby also given, that on and after the 23rd day of December next, printed copies of the Draft Provisional Order will be furnished at the price of one shilling each to all persons applying for the same, at the offices of the Solicitor for the Promoters, as undermentioned.

Dated this 16th day of November, 1886.

*W. H. Wooldridge*, Solicitor, Sandown.  
*Frank Webster*, 22, Great George-street,  
Westminster, Parliamentary Agent.



Board of Trade.—Session 1887.

Dudley, Netherton, Old Hill, and Cradley Tramways.

(Construction of Tramways; Gauge; Motive Power; Compulsory User, &c., of Streets; Tolls; Power to carry Cattle, Goods, &c.; Running Powers over portions of Tramways of the Dudley and Stourbridge Steam Tramways Company, Limited, and of the South Staffordshire and Birmingham District Steam Tramways Company, Limited; Working and other Agreements with those Companies, and with the Dudley, Sedgley, and Wolverhampton Tramways Company, Limited; Agreements with Local and Road Authorities; Amendment of Acts.)

**A**PPPLICATION is intended to be made to the Board of Trade for a Provisional Order under the Tramways Act, 1870, for the purpose or some of the purposes following (that is to say):—

To authorise a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other Company or Corporation, person or persons, to be named in the draft Provisional Order (hereinafter called "the Promoters") to construct and maintain the following Tramways, or some or one of them, or some part or parts thereof respectively (that is to say):—

A Tramway, No. 1, situate wholly in the parish of Dudley and county of Worcester, commencing in Queen's-cross, Dudley, by a junction with the existing Dudley and Stourbridge Steam Tramways, at a point 2·30 chains north-east of the intersection of Vauxhall-street and Queen's-cross, passing thence in a south-westerly direction along Blower's Green-road, and terminating in that road at a point 0·60 chain, or thereabouts, south-west of the intersection of Farthings-lane and Blower's Green-road.

Tramway No. 1 will be a single line except at the following places, where it will be a double line:—

From a point 1 chain south-west of the commencement of the Tramway for a distance of 3 chains south-westerly.

From the termination of the Tramway for a distance of 2·20 chains north-easterly.

A Tramway, No. 2, situate wholly in the parish of Dudley, and county of Worcester, commencing at the termination of the Dudley, Sedgley and Wolverhampton Tramways in Wolverhampton-street, Dudley, at a point near the intersection of Parson's-street, passing thence in a north-westerly direction along Wolverhampton-street, and terminating in the last-named street at a point 0·50 chain south-east of the intersection of Southall's-lane and Wolverhampton-street.

Tramway No. 2 will be a single line except at the following place, where it will be a double line:—

From a point 0·10 chain west of the intersection of Tinchbourne-street and Wolverhampton-street for a distance of 3 chains southward.

A Tramway, No. 3, situate wholly in the parish of Dudley, and county of Worcester, commencing at the termination of Tramway No. 2, passing thence in a westerly and south-westerly direction into and along Southall's-lane, thence south-westerly and southerly along Wellington-road, and terminating in Stourbridge-road at a point 1 chain west of the intersection of Farthings-lane and Stourbridge-road.

Tramway No. 3 will be a single line, except at the following places, where it will be a double line:—

From a point 2·10 chains south-west of the

commencement of the Tramway, for a distance of 3 chains south-westward.

From a point 0·30 chain north-east of the intersection of Ludgate-street and Wellington-road, for a distance of 8 chains southward.

From the termination of the Tramway, for a distance of 0·90 chain westward.

A Tramway No. 4, situate wholly in the parish of Dudley and county of Worcester, commencing in Stourbridge-road, at the termination of Tramway No. 3, passing thence south-easterly and easterly along Farthings-lane, thence southerly into and terminating in Blower's Green-road, at a point 0·60 chain south of the intersection of Farthings-lane and Blower's Green-road.

Tramway No. 4 will be a single line, except at the following places, where it will be a double line:—

From the commencement of the Tramway, for a distance of 1 chain south-eastward.

From a point 0·30 chain north-west of the intersection of Farthings-lane and Junction-road, for a distance of 3 chains eastward.

From the termination of the Tramway, for a distance of 1·95 chains north-westward.

A Tramway, No. 4A (a loop line), situate wholly in the parish of Dudley and county of Worcester, commencing in Stourbridge-road by a junction with the existing Dudley and Stourbridge Steam Tramways, at a point 0·40 chain east of the intersection of Farthings-lane and Stourbridge-road, passing thence in a south-westerly direction into and terminating in Farthings-lane, at a point 0·50 chain south of the intersection of Stourbridge-road and Farthings-lane.

Tramway No. 4A will be a double line throughout.

A Tramway, No. 5, situate wholly in the parish of Dudley and county of Worcester, commencing at the termination of Tramway No. 4, passing thence southerly along Blower's Green-road, south-easterly along Cinder Bank, southerly along High-street, Netherton, and south-easterly along Halesowen-road, and terminating in the last-named road at the county, parish, and borough boundary, dividing part of Worcestershire from Staffordshire, at the centre of the bridge over Mousesweet Brook.

Tramway No. 5 will be a single line except at the following places, where it will be a double line:—

From the point of commencement, for a distance of 0·80 chain.

From a point opposite the intersection of Pear Tree-lane and Blower's Green-road, for a distance of 3 chains north-westward.

From a point 6·40 chains south-east of the intersection of Shaw-road and Blower's Green-road, for a distance of 3 chains south-eastward.

From a point 3·20 chains north-west of the north-west side of the Messiah Baptist Chapel, for a distance of 3 chains north-westward.

From a point 3·30 chains south-east of the south-east side of the Messiah Baptist Chapel, for a distance of 4 chains south-eastward.

From a point 1·60 chains north-west of the intersection of Thomas-street and Cinderbank, for a distance of 3 chains north-westward.

From the intersection of Baptist End and High-street, Netherton, for a distance of 5 chains south-eastward.

From a point 1·30 chains north of the intersection of John-street and Halesowen-road, for a distance of 3 chains southward.

From a point 1·40 chains south-east of the inter-

section of Cross-street and Halesowen-road, for a distance of 3 chains south-eastward.

From a point 1·80 chains south-east of the intersection of North-street and Halesowen-road, for a distance of 3 chains south-eastward.

From a point 4·20 chains south-east of the intersection of Washington-street and Halesowen-road, for a distance of 3 chains south-eastward.

From a point 4 chains south-east of the intersection of Cole-street and Halesowen-road, for a distance of 3 chains south-eastward.

From the termination of the Tramway, for a distance of 1·50 chains north-westward.

A Tramway, No. 6, situate wholly in the parish of Rowley Regis and county of Stafford, commencing at the termination of Tramway No. 5, passing thence in a south-easterly and southerly direction along Halesowen-road, south-easterly along Gorsty Hill-road, and terminating in the last-named road at a point 6·20 chains east of the intersection of Waterfall-lane and Gorsty Hill-road.

Tramway No. 6 will be a single line, except at the following places, where it will be a double line.

From the commencement of the Tramway, for a distance of 1·50 chains south-eastward.

From a point 1·10 chains north-west of the intersection of Cox's-lane and Halesowen-road, for a distance of 3 chains north-westward.

From a point 1·50 chains north of the intersection of Reddall Hill-road, for a distance of 3 chains southwards.

From a point 1 chain north-west of the intersection of King-street and Halesowen-road, for a distance of 3·60 chains south-eastward.

From a point 0·70 chain south-east of the intersection of Lawrence-lane and Halesowen-road for a distance of 3 chains north-westward.

From a point 1·30 chains north-west of the intersection of Halesowen-road and Gorsty Hill-road, for a distance of 3 chains south-eastward.

From a point 0·80 chain west of the intersection of Waterfall-lane and Gorsty Hill-road, for a distance of 3 chains westward.

From a point 2·30 chains east of the intersection of Waterfall-lane and Gorsty Hill-road, for a distance of 3 chains eastward.

A Tramway, No. 7, situate wholly in the parish of Rowley Regis and county of Stafford, commencing in Halesowen-road by a junction with Tramway No. 6, at a point 0·60 chain south of the intersection of Reddall Hill-road and Halesowen-road, passing thence westerly into and south-westerly along Reddall Hill-road, Spinner's-lane, High-street, Cradley, and Lomey Town, from thence westerly into and terminating in Station-road, at a point 1·40 chains west of the intersection of Lomey Town and Station-road.

Tramway No. 7 will be a single line except at the following places, where it will be a double line:—

From a point 3·50 chains north-east of the intersection of Claremont-street and Reddall Hill-road, for a distance of 3·60 chains north-eastward.

From a point 0·30 chain north-east of the intersection of Lawrence-lane and Reddall Hill-road, for a distance of 3 chains south-westward.

From a point 0·35 chain north-eastward of the intersection of Park-street and Spinner's-lane, for a distance of 3 chains south-westward.

From a point 2·50 chains south-west of the

intersection of Corngreaves-road and High-street, Cradley, for a distance of 3 chains south-westward.

From a point 1·20 chains north-east of the intersection of Cradley-road and High-street, for a distance of 3 chains south-westward.

From a point 4·40 chains north-east of the intersection of Lomey Town and Station-road, for a distance of 3 chains north-eastward.

A Tramway, No. 7A, situate wholly in the parish of Rowley Regis, and county of Stafford, commencing in Halesowen-road by a junction with Tramway No. 6, at a point 0·50 chain north of the intersection of Reddall Hill-road and Halesowen-road, passing thence in a south-westerly direction into and terminating in Reddall Hill-road at a point 0·70 chain south-west of the intersection of Halesowen-road and Reddall Hill-road.

Tramway No. 7A will be a single line throughout.

A Tramway, No. 8, situate wholly in the parish of Rowley Regis, and county of Stafford, commencing in Station-road, at a point 1·80 chains east of the intersection of Lomey Town and Station-road, passing thence in a westerly direction, and terminating in the last-named road by a junction with Tramway No. 7, at a point 0·40 chain west of the intersection of Lomey Town and Station-road.

Tramway No. 8 will be a single line throughout.

A Tramway, No. 8A, situate wholly in the parish of Rowley Regis, and county of Stafford, commencing in Lomey Town by a junction with Tramway No. 7, at a point 0·70 chain north-east of the intersection of Lomey Town and Station-road, passing thence in a southerly direction into and terminating in Station-road by a junction with Tramway No. 8, at a point 0·85 chain east of the intersection of Lomey Town and Station-road.

Tramway No. 8A will be a single line throughout.

In the following instances the Tramways will be so laid, 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 road, specified in each instance, and the outside of the nearest rail of the Tramway:—

Tramway No. 1, in Blower's Green-road, from a point 2·80 chains north-east of the entrance to the public baths, for a distance of 1 chain north-eastward, on both sides of the road.

In Blower's Green-road from a point 0·40 chain south-west of the intersection of Farthings-lane, for a distance of 2·20 chains north-westward, on the south-east side of the road.

In Blower's Green-road from the north-east side of Farthings-lane, for a distance of 1·20 chains north-westward, on the north-west side of the road.

Tramway No. 2, in Wolverhampton-street, from the north-west side of Trinity-street, for a distance of 2·40 chains north-westward, on both sides of the road.

Tramway No. 3, in Wellington-road, from the north-east side of Ludgate-street to the south-west corner of Doe-lane, on both sides of the road.

Tramway No. 4, in Farthings-lane, the whole length thereof, on both sides of the road.

Tramway No. 5, in Blower's Green-road, from a point 0·60 chain south of the intersection of Farthings-lane and Blower's Green-road, for a distance of 4·20 chains southward, on both sides of the road.

In Blower's Green-road, from a point 0·80 chain south-east of the intersection of Pear Tree-lane to a point opposite the south-west

side of the Messiah Baptist Chapel, on both sides of the road.

In Cinder-bank, from a point 4.80 chains north of the intersection of Swan-street and Cinder-bank, for a distance of 1.10 chains northward, on both sides of the road.

In Cinder-bank, from a point 1.50 chains north of the intersection of Swan-street and Cinder-bank, for a distance of 3.25 chains southward, on both sides of the road.

In Cinder-bank, from a point 3.10 chains north-west of the intersection of Thomas-street and Cinder-bank, for a distance of 1.40 chains north-westward, on both sides of the road.

In High-street, Netherton, from a point 0.10 chain south-east of the intersection of Brewery-street and High-street, Netherton, for a distance of 2 chains south-eastward, on both sides of the road.

In High-street, Netherton, from a point 0.90 chain north-west of the intersection of Baptist End and High-street, for a distance of 0.90 chain north-westward, on both sides of the road.

In High-street, Netherton, from a point 0.60 chain south of the intersection of Baptist End and High-street, for a distance of 0.40 chain south-eastward, on both sides of the road.

In Halesowen-road, from a point 4.35 chains south-east of the intersection of Washington-street and Halesowen-road, for a distance of 2 chains south-eastward, on both sides of the road.

In Halesowen-road, from a point 5.85 chains south-east of the intersection of Cole-street and Halesowen-road, for a distance of 2.90 chains south-eastward, on both sides of the road.

In Halesowen-road, from the termination of the Tramway, for a distance of 9.80 chains north-westward, on both sides of the road.

Tramway No. 6, in Halesowen-road, from the commencement of the Tramway, for a distance of 5.80 chains south-eastward, on both sides of the road.

In Halesowen-road, from a point 1.15 chains north-west of the intersection of Cox's-lane and Halesowen-road, for a distance of 2.60 chains on both sides of the road.

In Halesowen-road, from a point 4.30 chains south of the intersection of Cox's-lane and Halesowen-road, for a distance of 3.40 chains southward, on both sides of the road.

In Halesowen-road, from a point 2.50 chains north of the intersection of Reddall Hill-road, for a distance of 4 chains southward, on both sides of the road.

In Halesowen-road, from a point 0.70 chain north of the intersection of Elbow-street and Halesowen-road, for a distance of 11.90 chains south-eastward, on the north-east side of the road.

In Halesowen-road, from a point 0.30 chain south-east of the intersection of Lawrence-lane and Halesowen-road, for a distance of 14.20 chains, on the north-east side of the road.

In Halesowen-road, from a point 0.70 chain north of the intersection of Elbow-street and Halesowen-road, to a point 1.50 chains west of the intersection of Gorsty Hill-road and Halesowen-road, on the south-west side of the road.

In Gorsty Hill-road, from a point 4 chains east of the intersection of Halesowen-road and Gorsty Hill-road, for a distance of 2.50 chains eastward, on both sides of the road.

In Gorsty Hill-road, from a point 1.30 chains east of the intersection of Wright's-lane and Gorsty Hill-road, for a distance of 4 chains westward, on both sides of the road.

In Gorsty Hill-road, from a point 0.80 chains west of the intersection of Waterfall-lane and Gorsty Hill-road, for a distance of 2.70 chains westward, on both sides of the road.

In Gorsty Hill-road, from a point 2.50 chains east of the intersection of Waterfall-lane and Gorsty Hill-road, for a distance of 3.70 chains, on both sides of the road.

In Reddall Hill-road, from a point 1.10 chains south-west of the intersection of Halesowen road and Reddall Hill-road, for a distance of 1.85 chains south-westward, on both sides of the road.

Tramway No. 7. In Reddall Hill-road, from a point 1.10 chains south-west of the intersection of Halesowen-road and Reddall Hill-road, for a distance of 1.85 chains south-westward, on both sides of the road.

In Reddall Hill-road, from a point 9.70 chains south-west of the intersection of Halesowen-road and Reddall Hill-road, to a point 0.20 chain north-east of the intersection of Lawrence-lane and Reddall Hill-road, on both sides of the road.

In Spinner's-lane, from the south-west side of Park-street, for a distance of 2.20 chains south-westward, on both sides of the road.

In Spinner's-lane, from a point 3.40 chains south-west of the intersection of Park-street and Spinner's-lane, for a distance of 1.80 chains south-westward, on both sides of the road.

In High-street, Cradley, from a point 2.30 chains south-west of the intersection of Corngreaves-road and High-street, for a distance of 2.15 chains south-westward, on both sides of the road.

In Lomey Town, from a point 0.35 chain south-west of the intersection of Cradley-road and Lomey Town, for a distance of 0.90 chain south-westward, on both sides of the road.

In Lomey Town, from a point 4.80 chains north-east of the intersection of Lomey Town and Station-road, for a distance of 2.40 chains north-eastward, on both sides of the road.

To authorise the Promoters to construct the Tramways on a gauge of 3 feet 6 inches.

It is intended to employ animal, steam, or other mechanical or motive power for moving carriages or trucks upon the Tramways.

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 edge or other rail.

To empower the Promoters 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 or convenient for the efficient working of the proposed Tramways, or any of them, or for providing access to any stables or carriage sheds, or works of the promoters.

To enable the Promoters 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 enable the Promoters for the purposes of the proposed Tramways, to purchase by agreement or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the promoters 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, or other traffic of whatever kind upon the same.

To empower the Promoters to hold and acquire patent rights in relation to Tramways.

To enable the local boards, town councils, vestries, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To enable the Promoters with their engines, carriages, horses, and servants, to enter on, run over, and use for the purposes of traffic of all kinds on such terms and conditions as may be agreed on between the Promoters and the owners of such Tramways for the time being, the portions of Tramways hereinafter mentioned, that is to say:—

(a.) So much of the Tramways of the Dudley, and Stourbridge Steam Tramways Company, Limited, as lies between the point of commencement of Tramway No. 4A and their junction with the Tramways of the South Staffordshire and Birmingham District Steam Tramways Company, Limited, in the parish of Dudley, in the county of Worcester.

(b.) So much of the Tramways of the South Staffordshire and Birmingham District Steam Tramways Company, Limited, as lies between the aforesaid junction of those Tramways with the Tramways of the Dudley and Stourbridge Steam Tramways Company, Limited, in the parish of Dudley aforesaid, and the termination of those Tramways at the Dudley Railway Station of the London and North Western Railway Company, together with all stables, carriages, sheds, offices, warehouses, sidings, junctions, machinery, works, and conveniences of, or connected with, the said Tramways or portions of Tramways.

To enable the Promoters on the one hand, and the Dudley and Stourbridge Steam Tramways Company, Limited, the South Staffordshire and Birmingham District Steam Tramways Company, Limited, and the Dudley, Sedgley, and Wolverhampton Tramways Company, Limited, or any one or more of them on the other hand, from time to time, to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting parties, or any one or more of them, of all or any of their respective Tramways and works, or any part or parts thereof respectively, the supply of rolling-stock, plant and machinery, 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, construction 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 may have been or may be made touching any of the matters aforesaid.

To vary and extinguish all rights and privileges which would interfere with the objects of the Provisional Order, and to confer other rights and privileges.

The proposed Order will amend, or repeal so far as may be necessary or expedient for any of the purposes of the Provisional Order, the provisions or some of the provisions of the Dudley, Sedgley, and Wolverhampton Tramways Order, 1880, and all other Acts or Orders relating to the Dudley, Sedgley, and Wolverhampton Tramways Company, Limited; the Dudley, Stourbridge, and Kingswinford Tramways Order, 1881, and all other Acts or Orders relating to the Dudley and Stourbridge Steam Tramways Company, Limited; the South Staffordshire Tramways Order, 1881, and all other Acts or Orders relating to the South Staffordshire and Birmingham District Steam Tramways Company, Limited; and will incorporate all or some of the provisions of the Tramways Act, 1870, subject to such alterations and modifications as may be deemed expedient.

On or before the 30th day of November instant, plans and sections of the proposed Tramways and works, and a copy of this advertisement, as published in the London Gazette, will be deposited at the office of the Board of Trade, London, and 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 Stafford at his office at Stafford, with the Town Clerk of the borough of Dudley (being also the Clerk to the Urban Sanitary Authority of Dudley) at his office at Dudley, with the Clerk to the Local Board of Rowley Regis (being also the Clerk to the Urban Sanitary Authority of Rowley Regis) at his office at Rowley Regis, and on or before the same day a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places in or through which the Tramways are proposed to be laid, together with a copy of this advertisement as published as aforesaid, will be deposited in the case of each such parish with the Parish Clerk thereof at his residence, and in the case of each such extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained on application at the office of Messrs. C. J. Hanly and Co., Parliamentary Agents, 2, Princes-street, Great George-street, Westminster, S.W., at the price of one shilling for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this 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 next, and copies of such representation 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 their agents.

Dated this 18th day of November, 1886.

*Joseph Smith and Co., 4, Waterloo-street,  
Birmingham, Solicitors for the Pro-  
moters.*

*C. J. Hanly and Co., 2, Princes-street,  
Great George-street, Westminster, S.W.,  
Parliamentary Agents.*

In Parliament—Session 1887.

**Caledonian Railway.**

Widening and Extension of Gordon Street, Glasgow, Station Connecting Lines authorised by Acts of 1873 and 1875; Construction of Branch Railway to Midcalder; Substitution of Open Cutting for Kinbuck or Mill of Ash Tunnel; Extension of Time for Completing Railway in Parish of Rutherglen, and for Sale of Lands of Blythswoodholm; Agreements with the Trustees of Montrose Harbour, the Magistrates and Council of Glasgow, the Aberdeen Harbour Commissioners, and the Town Council of Aberdeen; Collection, Accommodation, and Delivery of Goods and Parcels; Acquisition and Disposal of Lands in connection with Purposes aforesaid, and at Aberdeen; Admission to Benefits of Provident Fund established by Company of Officers and Servants employed jointly by them and other Companies; Additional Capital; Tolls, Rates, and Charges; 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 (hereinafter called "the Bill") for the purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the several railways hereinafter described, or one or more of them, or part thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, viz.:—

(1) A Railway (being a widening upon the site and on the eastern side of the Railway constructed under the powers of the Caledonian Railway (Gordon Street, Glasgow, Station) Act, 1873, and therein called Railway No. 1, and of the deviation of that railway, constructed under the powers of the Caledonian Railway (Gordon Street Station Connecting Lines) Act, 1875, and therein called Line No. 1); which intended Railway will commence at a point on the said Railway No. 1 near to and on the north side of the bridge by which that railway is carried under Victoria-street and Salkeld-street, and will terminate at a point on the said Line No. 1 near to and on the south side of the river Clyde.

(2) A Railway (being a widening upon the site and on both sides of the said Line No. 1 and Railway No. 1) commencing at a point on the said Line No. 1 near to and on the north side of the bridge by which that line is carried over the street called Broomielaw, and terminating near the centre of the station constructed under the powers of the said Act of 1873, and known as the Gordon Street or Glasgow Central Station, at a point about 115 yards northward from the north side of Argyle-street.

(3) A Railway (being an extension of the railway constructed under the powers of the said Act of 1873, and therein called Railway No. 2) commencing at a point on the said Railway No. 2 about 55 yards southward from the centre of the bridge by which the said Railway No. 1

is carried under the railway of the City of Glasgow Union Railway Company, and terminating at a point on the intended railway first hereinbefore described, about 60 yards northward from the centre of the said bridge.

(4) A Railway commencing by a junction with the main line of the Caledonian Railway leading from Carlisle to Edinburgh, at a point about 400 yards eastward from the level crossing by that railway of the public road on the west side of the station on the said railway, called Midcalder or Kirknewton Station, and terminating on the eastern side of the village of Midcalder, at a point about 400 yards north-westward from the Mansion House of Calder Hall.

To empower the Company, for the purposes of the said intended railways first and secondly hereinbefore described, to widen the bridges by which the said Line No. 1 is carried over Cook-street, Wallace-street, Nelson-street, and King-street, and by which the said Railway No. 1 is carried over Argyle-street, and to alter the bridge by which the said Railway No. 1 is carried under the City of Glasgow Union Railway; as also to permanently stop up and appropriate the site of that portion of William-street which has not already been stopped up under the powers of the said Act of 1875, without substituting any street or road therefor.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the said several intended railways and other works and conveniences.

The said intended railways, first, secondly, and thirdly, hereinbefore described, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and the streets and bridges hereinbefore mentioned in connection therewith, will be and are situate in the parish of Govan, city parish of Glasgow, barony parish of Glasgow, city and royal burgh of Glasgow, and county of Lanark; and the said intended railway fourthly hereinbefore described, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Kirknewton, in the county of Midlothian:

To alter those provisions of Part I. of the Railways Clauses Act, 1863, incorporated with the said Act of 1875, which relate to junctions, so far as respects the junction or junctions of the said Line No. 1, and the said intended railway first hereinbefore described, with the railway belonging jointly to the Company and the Glasgow and South-Western Railway Company, known as the Glasgow and Paisley Joint Line.

To empower the Company to substitute open cutting for the tunnel known as the Kinbuck or Mill of Ash Tunnel, through which that part of their undertaking, formerly called the Main Line of the Scottish Central Railway, is carried; and for that purpose to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, lands, houses, and other property above the said tunnel, and adjoining thereto on each side and at each end thereof, and to exercise for the said purpose all or some of the powers of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof; as also

to alter those provisions of that Act by which the owners and occupiers of lands temporarily occupied under the said powers, or other parties having interests therein, are entitled to require the Company to purchase such lands or interests; which tunnel, and lands, houses, and other property above and adjoining thereto, are situate in the parish of Dunblane and county of Perth.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, certain lands, houses, and other property at Aberdeen, lying on the eastern side of the Company's railway, formerly known as the Scottish North-Eastern Railway, and on the southern side of the Deeside Goods Station of the Great North of Scotland Railway Company; and to stop up permanently, and appropriate the site of that part of the road or street called Palmerston-road, which extends from the bridge by which the said railway of the Company is carried over that road to Market-street, of Aberdeen; which lands, houses, and other property to be acquired, and which road or street to be stopped up, are situate in the parish of Saint Nicholas, and the division thereof called Saint Clement's Parish, and the City and Royal Burgh of Aberdeen, or one or more of those places, and county of Aberdeen.

To empower the Company to deviate in the construction of the said several intended railways from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon or provided by the Bill; and to alter, as respects the said railways and relative works and the lands to be taken for the purposes hereinbefore mentioned, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory where part only thereof is required for the purposes hereinbefore mentioned; as also to empower the Company to cross, stop up, appropriate, alter, and divert, temporarily or permanently, any roads, streets, lanes, passages, bridges, railways, sidings, stations, tramways, canals, basins, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic and telephonic apparatus, in the several parishes and places aforesaid, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for any of the purposes hereinbefore mentioned.

To extend the time limited by the Caledonian Railway (Further Powers) Act, 1882, for completing and opening for public traffic the railway in the parish of Rutherglen and county of Lanark authorised by that Act, and therein called Railway No. 4, which connects the Company's Clydesdale Junction Line with their Dalmarnock Branch.

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1878, and by the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to superfluous lands, for the sale and disposal of the lands at Blythwoodholm, in the city of Glasgow, belonging to the Company; and to authorise the Company to retain and hold those lands, or any part thereof, or to sell or feu out and dispose of the same, or to grant leases thereof, and to sell the feu-duties which they may obtain therefor, and to borrow money on the separate security of such lands or feu-duties; as also to provide that any

lands which the Company may acquire under the powers of the Bill in connection with the said intended railways first, secondly, and thirdly hereinbefore mentioned, and relative works, shall not be deemed superfluous lands within the meaning of the last-mentioned Act; and that the same, and the feu-duties which may be obtained therefor, shall not be deemed part of the undertaking of the Company chargeable with their general mortgage debt, but that the Company may retain and hold the said lands, or any part thereof, or sell or feu out and dispose of the same, or grant leases thereof, and may sell the feu-duties which they may obtain therefor, and may borrow money on the separate security of such lands or feu-duties.

To sanction and confirm an agreement entered into by or on behalf of the Company of the one part, and the Trustees of the Harbour of Montrose of the other part, on the 17th day of July, and 15th and 17th days of October, 1883, with respect to the construction, maintenance, and use of certain lines of rails and other works at and near the said harbour, and the payments to be made in respect of such use, in so far as the said agreement has not been altered, superseded, or carried into effect by the North British Railway Act, 1885; or to provide by clauses in the Bill for the objects of the said agreement, and of an agreement entered into by or on behalf of the said Trustees of the first part, the Company of the second part, and the North British Railway Company of the third part, on the 22nd day of April, 1885, with respect to the matters aforesaid, or some of those objects, in so far as not so altered, superseded, or carried into effect.

To empower the Company to acquire lands by agreement, and to erect and hold offices, warehouses, yards, and other buildings and premises, for the collection, reception, accommodation, storage, and delivery of goods, parcels, and other matters and things; and to collect, receive, accommodate, store, book, invoice, and deliver such goods, parcels, matters, and things; as also to sanction any expenditure already incurred by the Company for any of those purposes; and to empower the Company to enter into and carry into effect agreements with any other Companies or persons with reference to any of those purposes.

To empower the Company, or the Committee acting in the management and direction of the Provident Fund established under the provisions of the Caledonian Railway (Lanarkshire and Midlothian Branches) Act, 1866, for the benefit of the Company's officers and servants, and of the widows and children of such persons, to admit to the benefits of the said Fund the officers and servants employed upon any railway belonging jointly to the Company and to any other Company, or otherwise employed by the Company; and any other Company jointly, and their widows and children, in the same manner, and upon the same terms and conditions, as if such officers and servants had been officers and servants of the Company exclusively, or in such other manner, and upon such other terms and conditions as may be determined by the Company or the said Committee, and to enable the Company to make such additional contributions to the said Fund as may be necessary in consequence of such admission; as also to alter the constitution of the said Fund, by enabling the Company or the said Committee, if they think fit, to pay to the representatives of persons interested in the said Fund, who may die while in the service of the Company, the moneys contributed to the said Fund by the Company in

respect of such persons, in addition to the moneys contributed by such persons themselves, and in other respects.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock in their undertaking, and by borrowing upon mortgage and by the creation and issue of debenture stock on the security of that undertaking, or by one or more of those modes, additional money for the several purposes hereinbefore mentioned, and for the purpose of paying off and discharging the proportion of the mortgages of the Portpatrick Railway Company, and of the Wigtownshire Railway Company, for which the Company are liable under the provisions of the Portpatrick and Wigtownshire Railways (Sale and Transfer) Act, 1885, and for other purposes of the Company, so far as not provided for by their existing powers; as also to apply towards those purposes any capital or funds belonging to or authorised to be raised by the Company, which may not be required for the purposes for which the same are authorised to be raised.

To empower the Company to levy and recover tolls, rates, and charges for the use of the several works and for the accommodation and services hereinbefore mentioned, and in connection therewith; to alter existing tolls, rates, and charges; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To vary or, extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, stations, sidings, tramways, canals, basins, streams, watercourses, sewers, drains, gas and water-pipes, telegraphic and telephonic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To empower the Company on the one hand, and the Magistrates and Council of the City and Royal Burgh of Glasgow on the other hand, to enter into agreements with respect to the construction, maintenance, or use of any of the works within the said city and royal burgh to be authorised by the Bill, and the mode of executing any of the operations connected therewith; and to confirm any such agreements that may have been entered into.

To empower the Company on the one hand, and the Aberdeen Harbour Commissioners and the Lord Provost, Magistrates, and Town Council of the Royal Burgh and City of Aberdeen, or either of these bodies on the other hand, to enter into agreements with respect to the said lands, houses, and other property at Aberdeen, and to the stopping up of the said road or street called Palmerston-road, and to confirm any such agreements that may have been entered into.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the several Acts hereinbefore mentioned, and of the Caledonian Railway Act, 1845; the City of Glasgow Union Railway Act, 1864; the Glasgow Police Acts, 1866 to 1885; the General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877, and the Order confirmed by that Act; the Glasgow Corporation Waterworks Acts, 1855, 1859, 1860, 1865, 1866, 1873, 1877, 1879, 1882, and 1885; the Glasgow Corporation Gas Acts, 1869, 1871, 1873, and 1882; the Montrose Harbour Act, 1837; the Montrose Harbour Act, 1850; the Montrose Harbour

Order, 1878, and the Pier and Harbour Orders Confirmation Act, 1878 (No. 2), confirming that Order; the Aberdeen Harbour Act, 1868; the Aberdeen Police and Waterworks Act, 1862; the Aberdeen Police and Waterworks Amendment Act, 1867; the Aberdeen Municipality Extension Act, 1871; the Aberdeen Corporation Act, 1881; the Aberdeen Extension and Improvement Act, 1883; and the several other Acts and Orders recited in any of the aforesaid Acts or Orders, or relating to any of the said Companies, Town Councils, Trustees, Commissioners, or other bodies, or their respective undertakings.

Plans describing the lines and situation of the said several intended railways, and the lands, houses, and other property which may be taken for the purposes thereof and of the works and conveniences connected therewith, and sections describing the levels of the said intended railways, and plans describing the lands, houses, and other property which may be taken for the other purposes of the Bill, together with books of reference to the said several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and ordnance or published maps with the lines of the said intended railways delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the principal Sheriff-clerk of the county of Lanark, in the office at Edinburgh of the principal Sheriff-clerk of the county of Midlothian, in the offices at Perth and Dumblane respectively of the principal Sheriff-clerk of the county of Perth, and in the office at Aberdeen of the principal Sheriff-clerk of the county of Aberdeen; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes hereinbefore mentioned, and to the said cities and royal burghs respectively, with a copy of this notice, will, on or before the said 30th day of November, be deposited for public inspection as follows:—that is to say, so far as respects each of the said parishes, with the Session-clerk of such parish at his place of abode, and so far as respects each of the said cities and royal burghs, with the Town-clerk thereof 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 18th day of November, 1886.

*George Jackson, Glasgow.*

*Grahames, Currey and Spens, 30, Great George-street, Westminster.*

In Parliament.—Session 1886–1887.

Budleigh Salterton Railway.

(Incorporation of Company; Powers to construct a Railway from the Sidmouth Branch of the London and South-Western Railway to Budleigh Salterton, in the parish of East Budleigh, Devon; Compulsory Purchase of Lands; Tolls, &c.; Running Powers over Railways of the London and South-Western Railway Company; Agreements with, and Provisions affecting that Company; Payment of Interest or Dividend out of the Capital or other Funds of the Company; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the ensuing Session (1887) for an Act to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make

and maintain the Railway hereinafter described, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, channels, sewers, drains, roads, buildings, yards, and other works and conveniences connected therewith respectively (that is to say):—

A railway commencing in the parish of Ottery St. Mary, Tithing of Tipton St. John's, by a junction with the Sidmouth Branch of the London and South-Western Railway, at a point 120 yards or thereabouts, measured along the centre line of the said Sidmouth Branch in a southerly direction from the centre of the level crossing carrying the public road from Ven Ottery to Harpford across the said Sidmouth Branch, and terminating at Budleigh Salterton, in the parish of East Budleigh, at or near the southern fence or boundary of a field belonging to the Honourable Mark Rolle, and in the occupation of Mr. John Born, Coal Merchant, numbered 497 and 497A on the parish map of East Budleigh, at a point 60 yards or thereabouts from the south-western corner of the said field, measured in an easterly direction along the fence, being also 124 yards or thereabouts from the old lime kiln near the south-eastern corner of the field, measured in a westerly direction along the fence:

The Railway is wholly in the county of Devon, and passes from, through, or into the following parishes, tithings, manors, and places, or some of them, viz.:—

Ottery St. Mary, Tipton St. John's, Ven Ottery, Harpford, Aylesbeare, Newton Poppleford, Manor of Dotton, Colaton-Raleigh, Withecombe-Raleigh, Bickton, Otterton, East Budleigh, Tidwell, and Budleigh Salterton.

The intended Act will or may authorise the Company to exercise the powers and effect the objects following, or some of them, viz.:—

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 intended Act, 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.

To empower the Company to cross, open, or break up, divert, alter, discontinue, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and other apparatus within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, stop up, or interfere with for the purposes of the intended works, or any of them, or of the intended Act, and to extinguish all rights of way, and other rights over or affecting, and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of any such turnpike and other roads, lanes, highways, streets, and footpaths.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and of the intended Act, and easements or rights

in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with lands, houses, tenements, and hereditaments so purchased or taken; and, notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take by compulsion or agreement a part or parts only of any land, building, or other premises, without being required or compelled to purchase the whole of such land, building, or premises; and to vary and extinguish all rights and privileges connected with such lands, buildings, and property, or such parts thereof, so purchased or taken as aforesaid.

To levy tolls, rates, duties, and charges upon, for, or in respect of the use of the said intended railways and works, and upon, for, and in respect of the Sidmouth Branch Railway of the London and South-Western Railway Company to be run over and used as hereinafter mentioned, under the powers of the intended Act; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

The intended Act will or may empower the Company and all companies and persons lawfully working or using their railways or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, for the purposes of traffic of all kinds, and upon such terms and conditions, and payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or provided for by the intended Act, the portions of railway following, viz.:—

So much of the railway of the London and South-Western Railway Company as lies between the point of commencement of, and junction with, the proposed railway with the Sidmouth Branch of the London and South-Western Railway, and the Ottery Road Junction with the main line of the London and South-Western Railway.

Together with all terminals and other stations on such railway, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the aforesaid portion of railway respectively.

To require and compel the London and South-Western Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to receive, book through, and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this Notice the meaning assigned to it by "The Railway and Canal Traffic Act, 1854"), to or from or over the whole or any part of the railways belonging to them or under their management or control, from and to the railway of the Company, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of such traffic.

To empower the Company on the one hand, and the London and South-Western Railway Company on the other hand, from time to time, to enter into and carry into effect, vary and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them (that is to say):—

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railway with the railways of the London and South-Western Railway Company shall be made:



The alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the London and South-Western Railway Company:

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the London and South-Western Railway Company.

And the intended Act will or may provide for the settlement, by arbitration or otherwise, of any difference which may from time to time arise between the Company and the London and South-Western Railway Company touching any of the matters aforesaid.

The intended Act will or may authorise the Company on the one hand, and the London and South-Western Railway Company on the other hand, from time to time, to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements for or with respect to the construction, use, working, management, and maintenance of the intended railway and works, or any part or parts thereof, the supply of engines, carriages, stock, plant, and machinery, and of officers and servants for the conveyance and conduct of the traffic on the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, regulation, collection, accommodation, transmission, and delivery of traffic coming from or destined for the undertakings of the contracting Company, the levying, fixing, collection, payment, apportionment, division, appropriation, and distribution of the tolls, rates, charges, profits, receipts and revenues levied, taken, or arising from that traffic, the sums or considerations, whether the annual or in gross, and the rents, payments, contributions, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, for or on account of any of the matters to which the contract or agreement relates; and the intended Act will or may sanction or confirm any such contract or agreement which previous to the passing thereof may be made with respect to any of the matters aforesaid.

To authorise the Company to transfer or lease, either in perpetuity or for a limited period, the whole or any part of their undertakings, works, lands, property, rights, powers, and privileges, to the London and South-Western Railway Company, either before or after the completion of the intended railway and works, and to confer upon and vest in the London and South-Western Railway Company all the powers, rights, and privileges, duties, liabilities, and obligations of the Company, whether with reference to the purchase of land, the construction of works, the levying of tolls, rates, and charges, or otherwise, at such times and for such considerations, and upon such terms and conditions, pecuniary and otherwise, as may be agreed upon, and to authorise the London and South-Western Railway Company to accept such transfer or take such lease, and to exercise, enjoy, perform, and fulfil all such powers, rights, privileges, duties, liabilities, and obligations.

To enable the Company, notwithstanding anything to the contrary contained in "The Companies Clauses Consolidation Act, 1845," to pay interest or dividends on any shares or stocks of the Company to any shareholders or classes of shareholders of the Company, on the amount of the calls made in respect of their shares, out of any capital which the Company may by the intended Act be authorized to raise by shares,

stock, debenture stock, or borrowing, and to create capital, with or without special privileges or disabilities, for the payment of such interests or dividends.

The intended Act will or may vary or extinguish, exclude or modify, all rights, powers, and privileges, or jurisdictions inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges. The intended Act will incorporate all or some of the provisions of the following Acts, or some or one of them: "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Lands Clauses (Umpire) Act, 1883," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Railways Companies Act, 1867," "The Regulation of Railways Act, 1868," and "The Regulation of Railways Act, 1873."

The intended Act will or may alter, amend, enlarge, or repeal some of the powers and provisions of the local and personal Acts following (that is to say): 4 and 5 Will. IV., c. 88, and all or any Acts of Parliament relating to or affecting the London and South-Western Railway Company or the London and South-Western Railway.

And Notice is hereby given, that on or before the 30th day of November instant plans and sections of the intended railway and works, with a book of reference to such plans, an ordnance map with the lines of the intended railway delineated thereon, 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 Devon at his office at the Castle of Exeter, 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 each parish, or extra-parochial place, in or through which the intended railway, or any part thereof, will be made to pass, together with a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place with the parish clerk 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 18th day of November, 1886.

Higginson and Company, 3, Westminster-chambers, Victoria-street, Westminster Abbey, S.W., Solicitors, and Parliamentary Agents for the Bill.

In Parliament.—Session 1887.

Farnborough District Waterworks.

(Dissolution and Re-incorporation of the Farnborough (Surrey and Hants) District Waterworks Company (Limited). Further Money Powers. Construction of Waterworks, &c. Compulsory Purchase of Lands. Power to take Springs, Waters, &c. Supply of Water in Counties of Southampton and Surrey. Breaking up of Roads, &c. Rates and Charges. Supply of Water by, and Power to Sell, &c., Meters, &c. Agreements with Sanitary and other Authorities, Companies, and Persons. Protection against Nuisances, Waste of Water, &c. Powers of Sale to and Purchase by, and Money Powers to the Working Water and Gas Company. Amendment, &c., 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:

1. To dissolve the Farnborough (Surrey and Hants) District Waterworks Company (Limited) (hereinafter called "the Limited Company"), and to cancel or annul their memorandum and articles of association, and to provide for their winding-up, and to re-incorporate into a Company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

2. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interest, rights, powers, privileges, easements, licences, and agreements, and benefits of licences 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 further 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 confer upon the Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects, following, that is to say:

To empower the Company to make and maintain, with all necessary approaches, embankments, roads, works, and conveniences necessary for the supply of water, the waterworks, and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively, all in the parish of Crondall, in the county of Hants, that is to say:

- (1) A well and pumping-station (No. 1), at or near the north-eastern corner of the field numbered 563 on the 1-2500 scale ordnance map of the said parish of Crondall.
- (2) An aqueduct, conduit, or line of pipes (No. 1), commencing in the road on which the said field, numbered 563, abuts, towards the north at a point opposite, or nearly opposite, the north-eastern corner of the said field, and terminating in the intended reservoir hereinafter described.
- (3) An aqueduct, conduit, or line of pipes (No. 2), commencing at the intended well and pumping station (No. 1), above described, and terminating by a junction with the intended aqueduct, conduit, or line of pipes (No. 1), above described, at or near its intended commencement, as above described.
- (4) A well and pumping station (No. 2), to be situate at a point about  $13\frac{1}{2}$  chains southward from the north-eastern corner of the field numbered 563, as aforesaid, and about  $2\frac{1}{4}$  chains southward from the southern boundary of the said field.
- (5) An aqueduct, conduit, or line of pipes (No. 3), commencing at the intended well and pumping station (No. 2), above described, and terminating by a junction with the intended aqueduct, conduit, or line of pipes (No. 1), above described, at or near its intended commencement, as above described.
- (6) A reservoir to be situate in a field numbered 690 on the said ordnance map, at or near the easternmost side thereof, and the northern side of which reservoir will be four chains, or thereabouts, from the fence forming the northern boundary of the said field.

To authorise the Company to deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, or to such extent as may be prescribed by the Bill, and to deviate vertically from the levels of those works shown upon the sections hereinafter

mentioned, and to incorporate with the Bill, and apply to the works to be thereby authorised and the Company in respect thereof, the provisions or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with reference to roads and the temporary occupation of lands near the railway during the construction thereof.

To empower the Company to purchase and acquire by compulsion or agreement, and to hold lands, houses, buildings, springs, waters, rights of water and other hereditaments within the parish of Crondall aforesaid, and within their limits of supply as hereinafter defined, or terms, estates, interests, easements, rights or privileges in, over, or affecting the same, and to sell and dispose of, or let on lease, or otherwise, from time to time any works, lands, houses and property of the Company for the time being, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or effecting any lands, houses, buildings, springs, waters, or hereditaments, which, or any term, estate, interest, easement, right, or privilege in, over, or effecting which the Company may purchase, acquire, or take as aforesaid.

To empower the Company to collect and impound, take, use, divert, and appropriate by and in the existing works of the Limited Company, and by and in the works to be authorised by the Bill, and in any works for the time being of the Company, and thence distribute the waters of all or any springs, brooks, and waters on or near the site of, or that may be intercepted by any such works, or that may be found in, upon, or under any 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 or other rights.

To empower the Company to supply water for public and private purposes to and within the parishes of Farnborough, Crondall, Fleet, Cove, Hawley, and Blackwater, all in the county of Hants; and Frimley, Ash, Cambridge Town, and York Town, all in the county of Surrey, or some or one of them, or some part or parts thereof respectively.

To authorise the Company to lay down, make, and maintain, and from time to time renew in the parishes aforesaid, in connection with the works to be authorised by the Bill or for any purposes of their undertaking, all necessary and convenient approaches, embankments, roads, ways, tunnels, adits, tanks, filtering beds, weirs, dams, sluices, filters, gauges, outfalls, culverts, cuts, channels, conduits, drains, mains, pipes, pillars, pump engines, machinery, works, and conveniences, for obtaining filtering, storing, and distributing water, and for carrying into effect the objects and purposes of the Bill.

To empower the Company to maintain, take up, alter, repair, and renew the mains, pipes, culverts, and other works of the Limited Company, or, if thought fit, to abandon any such works, and to lay down, maintain, take up, alter, repair, and renew new or additional or substituted mains, pipes, culverts, and other works for the distribution of water within, or, if thought fit, without, the limits of supply, and for those purposes, and other purposes of the Bill, from time to time to cross, open, or break up, alter, divert, or stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, lanes, streets, highways, footpaths, bridges, rivers, canals, towing paths, streams, watercourses, sewers, drains, railways, tramways, navigations, gas, water, and other pipes, and telegraph or other electric apparatus, or other works within the parishes aforesaid, or any or either of them.

To take, demand, and recover rates, rents, and charges, differential or otherwise, for the supply of water, and for the sale or hire of water meters, fittings, and apparatus, and if necessary to alter existing rates, rents, and charges, 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 authorise the Company to sell and dispose of or let on lease, from time to time, any land, houses, and property for the time being belonging to the Company, and to exempt such lands, houses, and property, 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 empower the Company to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise, without as well as within their limits of supply, with any sanitary authority or other local authority and the trustees of any turnpike or other road, or any highway board or any surveyors of any highway, and any railway company, and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contracts or arrangements, and to enter into and to carry into effect other contracts or arrangements in lieu thereof, or in addition thereto, and the Bill will or may confer all necessary powers in that behalf upon all such authorities, trustees, surveyors, 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 which they have raised or may raise under any Act of Parliament or otherwise.

To make provision for the protection of the works, property, and water supply of the Company, and for defining and regulating their supply, and for preventing frauds and abuses of their supply, and for preventing the fouling, contamination, waste, misuse, and undue consumption of their water, and for imposing penalties in respect of all or any such matters.

To authorise and empower the Company to sell and transfer the undertaking, works, mains, pipes, lands, property, choses in action, and effects, of whatever description, for the time being, of the Company, or some part or parts thereof, to the Woking Water and Gas Company (in this notice called "the Woking Company"), upon and subject to such terms (pecuniary or other), conditions, and stipulations, as may have been, or may be, agreed between the Company, or any person or persons on their behalf, on the one part, and the Woking Company on the other part, and to enable the Woking Company to purchase and hold the same, and to supply water for public and private purposes within the whole or some part or parts of the district of the Company, and within such district to have, exercise, and enjoy all the powers, rights, privileges, and authorities of the Company under the Bill, for or connected with the supply of water, and for the purposes of any such sale or transfer of or connected with the supply of water by the Woking Company as aforesaid, or of any such agreement as aforesaid, or any other purposes of the Bill, to enable that Company to apply their corporate funds and revenues, and to raise further money by the creation and issue of new shares or stock (ordinary or preferential, or both) and debenture stock, and by borrowing on mortgage, or otherwise upon such terms and conditions as the Woking Company may determine, or as may be prescribed by or under the Bill, and to sanction,

confirm, and give effect to any such agreement as aforesaid, which may have been or may be entered into, and provision will, or may, be made, in the event of such sale or transfer, for the winding-up of the affairs, the discharge of the debts and liabilities, the distribution of the assets, and the dissolution of the Company.

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

To alter, amend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of "The Farnborough District Waterworks Order, 1883," confirmed by "The Water Orders Confirmation Act, 1883," and any other Act or Acts, Order or Orders, relating to the Limited Company, and "The Woking Water and Gas Act, 1881," and "The Woking Water and Gas Act, 1885," and any other Act or Acts relating to the Woking 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 waterworks proposed to be authorised by the Bill, showing the situation and levels thereof, such plans also showing the lands intended to be compulsorily taken under the powers of the Bill, 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 Hants, at his office at Winchester, in that county, and with the parish clerk of the parish of Crondall aforesaid, at his residence.

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, 1886.

*Frederic Charles Sydney*, 1 Guildhall-chambers, Basinghall-street, London, Solicitor for the Bill.

*Rees and Frere*, 13, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1886-7.

Bingley, Shipley, and Charlestown Extension Tramways.

(Construction of Street Tramways in the Districts of Bradford, Shipley, Bingley, and Charlestown, all in the West Riding of the County of York; Extension of Existing Tramways; Amendment of Shipley Tramways Order, 1881, and Shipley Tramways Extension Order, 1885; Use of Mechanical Power; Power to Acquire Lands; Leasing Tramways; Running Powers over other Lines; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made by the Bradford District Steam Tramways Limited (hereinafter called "the Company") to the Board of Trade for a Provisional Order, authorizing the construction and maintenance of the several road tramways hereinafter described, all in the West Riding of the county of York, with all necessary and proper rails, plates, sleepers, sidings, passing-places, works, and conveniences.

Tramway No. 1, partly in the district of the Shipley Local Board, township of Shipley, parish of Bradford, partly in the district, township, and parish of Bingley, and partly in the district of the Bingley Improvement Commissioners, in the township and parish of Bingley, commencing by a junction with the existing tramway in the Bradford and Keighley-road, at a point 84 yards west of the centre of Moorhead-lane, passing thence

in a westerly direction along the aforesaid road, and terminating in Main-street, Bingley, in the district of the Bingley Improvement Commissioners, at a point in the Main-street aforesaid, 8 yards north-west of the centre of Queen-street.

Tramway No. 1 will be a single line throughout, except at the following points, where it will be a double line, the lengths being calculated in every case from points nearest to the commencement of the said tramway, and running towards its termination:—

In the Bradford and Keighley-road, at a point 16 yards east of the centre of Sleningford-road for 3 chains.

In the same road, at a point 76 yards east of the fourth milestone from Bradford, for 3 chains.

In the same road, at a point 33 yards east of the footpath leading to Cottingley, for 3 chains.

In the same road, at a point 10 yards east of the centre of Cottingley-road, for 3 chains.

In the same road, at the crossing of Syke Beck, for 3 chains.

In the same road, at a point 70 yards east of the approach of the Cottingley Bridge, for 1 furlong 0·70 chains, not to be used as a passing-place. (This bridge is under the control of the Justices of the West Riding of the county of York).

In the same road, at a point 7 chains south-east of the lodge entrance-gates to Ashfield House, for 3 chains.

In the same road, at a point 1·27 chains south-east of the centre of Leonard's-place, for 3 chains.

In the same road, at a point opposite the centre of Mount-street, for 9·50 chains, not to be used as a passing-place.

In the same road, at the point where Myrtle-place and Chapel-lane intersect Main-street, for 4 chains.

At the following points it is proposed to lay the tramway so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches, will intervene between the edge of the footpath and the nearest rail of the tramway on both sides of the road:—

In the Bradford and Keighley-road, between a point 3·18 chains east of the approach of the Cottingley Bridge, and a point 2·72 chains north of the centre of the said bridge.

In the Bradford and Keighley-road, between points respectively 1·27 chains south-east and 1·72 chains north-west of the centre of Leonard's-place.

In the Bradford and Keighley-road, between a point opposite the centre of Mount-street and a point 0·60 chains north-west of the centre of Waddington-street.

Tramway No. 2, partly in the Shipley Local Board District, in the township of Shipley, parish of Bradford, and partly in the district of the Baildon Local Board, in the township of Baildon, in the parish of Otley, commencing with a junction with the existing tramway in Commercial-street, in the town of Shipley, at a point opposite the entrance to the Fox and Hounds Hotel, thence curving into the Bradford and Otley-road, and passing thence in a north-easterly direction along the said road over the bridge crossing the Leeds and Liverpool Canal, continuing along the said road under the bridge of the Shipley and Guiseley Railway, and terminating at a point opposite the north-east corner of the New Inn Public-house at Charlestown.

The said tramway will be laid as a single line throughout, except at the following points, where it will be a double line, the lengths being calculated in every case from points nearest to the

commencement of the tramway and running towards its termination.

In the Bradford and Otley-road at a point 4·81 chains from the south end of Baildon Bridge, for 3 chains.

In the same road at a point 1·81 chain south of the centre of the Baildon Bridge over the River Aire, for 4 chains, not to be used as a passing place. (This bridge is under the control of the Justices of the West Riding of the county of York.)

In the same road at a point opposite to the centre of Cliffe-road, for 3 chains.

In the same road at a point 0·54 chain north-east of the centre of the road leading to Baildon, for 3 chains.

In the same road at a point 9·13 chains south-west of the centre of the crossing of the Shipley and Guiseley Railway, for 3 chains.

In the same road at a point 7·13 chains south-west of the centre of William-street, for 3 chains.

In the same road at a point 4·5 chains south-west of the termination of Tramway No. 2, for 3 chains.

At the following places it is proposed to lay Tramway No. 2, so that for a space 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 said Bradford and Otley-road and the nearest rail of the tramway.

In the Bradford and Otley-road between points respectively 4·81 chains from the south end of Baildon Bridge, and 2·18 chains north of the centre of the Baildon Bridge over the River Aire.

In the same road between points respectively opposite to and 3 chains east of the centre of Cliffe-lane.

Tramway No. 3, in the district of the Shipley Local Board, township of Shipley, parish of Bradford, commencing by a junction with the existing tramway in Commercial-street, in the town of Shipley, at a point in the said street opposite the entrance to the Fox and Hounds Hotel, thence curving into the Bradford and Otley-road, and passing thence in a southerly direction along the said road, and terminating in the Bradford and Keighley-road, at a point 1·45 chains south of the south-west corner of the Coach and Horses Public-house, by a junction with the authorized tramway from Frizinghall to Saltaire.

Tramway No. 3 will be a single line throughout, except at a point 3·63 chains north-east of the entrance to the Oddfellows' Hall Public-house, where it will be a double line for 3 chains in a south-westwardly direction.

Also to authorize the Promoters to purchase by agreement, or take on lease lands, buildings, or hereditaments, rights, or easements, and to erect offices, stables, buildings, and workshops, and to sell or lease the same when so acquired.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of traffic upon the same, and to confer, vary, or extinguish other rights or privileges.

To enable the Promoters to use steam, electric, or other mechanical or animal power, and to hold and acquire patent and other rights in relation to such power or in connection with other parts or equipment of their undertaking.

To empower the Promoters from time to time, and either temporarily or permanently, to make and maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works (in addition to those particularly

described in this notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage houses, works, or buildings of the Promoters.

To reserve to the Promoters the exclusive right of using on the proposed tramways and works, carriages with flange wheels, or other wheels especially adapted to run on an edged rail, or a grooved rail, and to prohibit, except by agreement with the Promoters, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works, by persons or corporations other than the Promoters, with carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail, and to authorize and give effect to agreements between the Promoters, and any other persons or corporations, for the use by such persons and corporations of the said tramways and works, or for the use by the Company of the tramways or works of other persons and corporations, and to confer all necessary powers in that behalf.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and, so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

To authorize the acquisition by and transfer to the Company, and to vest in the Company the undertaking, lands, works, estates, property real and personal, and all powers, rights, privileges, and authorities conferred on, vested in, and exercisable by the Promoter of the said Orders of 1881 and 1885, respectively, with reference to the construction, maintenance, and working of the tramways thereby authorized, and to vary and extend the said Orders.

And notice is hereby given, that duplicate plans and sections of the proposed road tramways and works, 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 West Riding of the county of York, with the Town Clerk of the Corporation of Bradford, with the clerks of the following Local Boards, viz.: Shipley, Baildon, and Bingley; with the parish clerks of Bradford, Bingley, and Otley, with the Clerk to the Bingley Improvement Commissioners, at the Office of the Board of Trade, Whitehall, the Private Bill Office of the House of Commons, and the Clerk of the Parliaments, at the House of Lords.

Printed copies of the draft Provisional Order may, on and after the 23rd day of December, 1886, be obtained at the office of the undersigned, Edward Morley Chubb, 11, Pancras-lane, London, E.C., and at the office of Mr. F. McGowen, 9, New Kirkgate, Bradford, on payment of one shilling each.

And notice is hereby further given, that printed copies of the said Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection at the office of the Clerk of the Peace for the West Riding of the county of York, and at the office of the Board of Trade, Whitehall, London; copies of the said Order will also be deposited at the office of the undersigned Edward Morley Chubb, 11, Pancras-lane, London,

E.C., and F. McGowen, 9, New Kirkgate, Bradford, and will there be supplied to all persons applying for them at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this 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 next ensuing, and copies of the objections must at the same time be sent to the undersigned, 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 their agents.

Dated this 13th day of November, 1886.

*Edward Morley Chubb*, 11, Pancras-lane, London, E.C., Solicitor for the proposed Provisional Order.

In Parliament.—Session 1887.

Whitehaven Harbour.

(Regulation of Rights and Claims of Security Holders and Creditors of Harbour; Arrangements for future Management of Harbour and application of its Funds; Appointment of Manager of Harbour by or on behalf of Security Holders; Alteration of Harbour Trust; Separation of Harbour Trust from other Trusts under control of Trustees of Town and Harbour of Whitehaven; Limitation or Repeal of Trustees' Borrowing Powers; Debenture Stock; Payment of Costs, &c.; New Borrowing Power by Trustees for certain purposes; Power for Trustees to sell Property, &c.; Stay of Actions; Receiver; Tolls, Rates, and Charges; 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 (hereinafter called "the Bill") for all or some of the following, among other objects and purposes, that is to say:—

To regulate, define, and adjust the rights, privileges, preferences, ranking and priorities of the holders of the various mortgages, assignments, bonds, debentures, and other securities granted by the trustees of the town and harbour of Whitehaven (hereinafter called "the Trustees"), in connection with the harbour of Whitehaven, in the county of Cumberland (hereinafter referred to as "the Harbour Securities"), and of the judgment and other creditors of and persons having claims against the trustees in respect of that undertaking, and to alter the existing rights, privileges, preferences, ranking, and priorities of such securities, debts, and claims.

To make provision for the settlement of the claims of judgment and other creditors and persons against the trustees in respect of the harbour (other than the harbour securities), by the granting to such creditors and persons of bonds, mortgages, debentures, debenture stock, or other securities upon the harbour undertaking, or the tolls, rates, dues, and charges leviable in respect thereof of such amounts equal to or less than the amount of their debts or claims, and with or without priority as to principal or interest over or postponed to the existing harbour securities and otherwise with such priority and ranking, and in such manner as may be determined by the Bill, and to compel the acceptance by such creditors or persons of such bonds, mortgages, debentures, debenture stock, or other securities, or of any other composition in full discharge of their debts and

claims, and to cancel or release or require such creditors or persons to give up or release any other securities held by them for such debts or claims.

To alter or repeal the rights of the holders of harbour securities to require repayment of the moneys secured thereby, and if thought fit, to make such securities permanent charges upon the harbour undertaking.

To alter and reduce temporarily or permanently, and from such period as may be fixed by the Bill, the interest already due, or to become due upon the harbour securities, and upon any other debts or liabilities of the trustees in respect of the harbour.

To define and determine the extent, nature, description, and proportion, or parts of the various properties, dues, tolls, rates, charges, and other revenue charged by, or subject to, the several harbour securities and debts and liabilities affecting the harbour, and to extend such securities so as to be a charge upon all lands, houses, and other property belonging to, or held in connection with the harbour, or at any time purchased out of harbour funds, whether originally included in such securities or not, and to provide for the application of the income, revenue, and other moneys arising from the harbour undertaking, to the payment of interest upon the harbour securities, including those to be created under the powers of the Bill, in the order and at the rates, and according to the various rights and privileges to be attached thereto by the Bill, and to the payment off, or reduction of, the debts and obligations for the time being of the trustees, and to such other purposes, including, if thought fit, a contingency fund to meet extraordinary expenses, and in such order and manner as may be fixed in the Bill.

To authorize and provide for by arbitration or otherwise, or to settle and give effect to a scheme or schemes or arrangements for all or any of the purposes aforesaid and for the future management of the harbour undertaking, and the application of the funds and revenues thereof, and to confirm any scheme or arrangement already made or to be made in that behalf.

To enable trustees, executors, guardians, and persons having limited interests to consent to any such schemes or arrangements to be made under the powers of the Bill.

To provide for the appointment from time to time by the holders of harbour securities, or by the committee appointed by them on their behalf at a meeting of such security holders held at Whitehaven on the 16th day of March last in pursuance of an order of the Chancery Division of the High Court of Justice in the action of Buckham and others versus the trustees, or by any persons or committee on behalf of such security holders to be hereafter from time to time appointed by them for that purpose in manner to be prescribed in the Bill of a manager of the harbour, with powers, whether subject or not to any control of the trustees, to manage and direct all matters connected with the control, maintenance, working, and use of the harbour undertaking and works thereof, and the fixing, altering, and apportionment of tolls, rates, duties and charges leviable at, or in respect of, the harbour, or any of the docks, railways, or other works or property connected therewith, and with such other powers as may be conferred on him by the Bill.

To provide for the removal or reappointment from time to time of such manager, and the fixing and alteration of his salary or remunera-

tion, and the payment thereof out of the funds and revenue of the harbour.

To alter the constitution of the trustees, and to make provision for the representation of the holders of the harbour securities upon the trust, so far as relating to the harbour undertaking, either by the election by them of persons as trustees, with all the powers of, and in addition to, or in substitution for, all or some of the present trustees or otherwise, and to alter the number, powers, and qualifications of the trustees, and the electors thereof, or to separate the harbour trust from the town, water, and other trusts, under the management of the trustees, and to vest the harbour trust in a separate body of trustees, to consist of such persons to be appointed or elected by the holders of harbour securities, and by such other parties interested in the harbour, or some of them, or such other persons, as may be prescribed by the Bill, and to vest in such separate body of trustees the harbour undertaking and the works and property thereof, and all powers, privileges, and obligations of the trustees in connection therewith, and to confer and impose on them such other powers, privileges, and obligations as may be necessary or expedient.

To limit and fix, or to repeal the present powers of the trustees to borrow and re-borrow, in respect of the harbour, and to make provision for the payment off or reduction of the present harbour securities and other debts and liabilities of the trustees by sinking fund or otherwise, and to extend or alter the period for commencing the formation of the sinking funds at present required for the repayment of such securities, or to abolish such sinking funds.

To authorize and require the trustees to create debentures or debenture stock upon security of the harbour undertaking, or the tolls, rates, dues, and charges leviable in respect thereof, and to issue the same in lieu of the present harbour securities to the holders of such securities, and to create and issue such debentures or debenture stock or bonds or mortgages to persons having debts or claims against the harbour in satisfaction of such debts and claims as aforesaid, and to make provision for the redemption and payment off of such debentures, debenture stock, bonds, or mortgages.

To provide for the payment of costs, charges, and expenses recently incurred in or about the affairs of the harbour, and of and incidental to the promotion of the Bill, out of the moneys in the hands of the receiver of the harbour, or standing to the credit of the said action, or out of the other funds, income, and revenue of the harbour, or out of moneys to be borrowed by the trustees.

To authorize and require the trustees to borrow additional moneys, either temporarily or permanently, on mortgage or bond, or by the issue of debentures or debenture stock on security of the harbour undertaking, or the tolls, rates, dues, and charges leviable in respect thereof, and to apply such moneys to the payment of such costs, charges, and expenses, or some of them, or to the payment off of any existing debts, claims, or liabilities of the trustees affecting the harbour undertaking, or to the construction or completion of harbour works authorized to be constructed by them, or the supply of machinery, plant, or other materials, or to any other purposes prescribed by the Bill.

To attach to the securities granted under the Bill such guaranteed or preference interest and other priority as to principal or interest over the existing harbour securities, and such other

rights and privileges as may be prescribed by the Bill.

To authorize and require the trustees to sell, mortgage, or dispose of any lands, buildings, or other property at any time acquired by them out of the harbour funds or held by them for harbour purposes, and which may not be wanted for such purposes, and to apply the proceeds of any such sale, mortgage, or disposition to any of the purposes of the Bill.

To provide for the stay or for the suspension for such period as the Bill may prescribe of all actions and legal and other proceedings or remedies pending against the trustees or the harbour undertaking, and for the discharge of the present receiver of the harbour, and for the appropriation of any moneys in his hands or standing to the credit of the said action or otherwise under his control towards the purposes of the Bill; and if found necessary, to provide for the re-appointment of a receiver, with such powers as may be conferred on him by the Bill.

To require the trustees to keep separate accounts of the harbour undertaking in such form and containing such special details and other particulars as may be prescribed by the Bill, and to publish the same and allow inspection, and to circulate copies of such accounts.

To vary or extinguish all rights, interests, or privileges which would interfere or be inconsistent with the objects or purposes of the Bill, and to confer other rights, interests, and privileges, and to confer all such powers as may be necessary or proper for giving effect to the purposes aforesaid.

To authorize the trustees to levy tolls, rates, or charges for the use of the railways connected with the harbour and the conveyance of traffic thereon, and otherwise in respect of the harbour and the works and property thereof, and to alter and, if need be, increase the existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To incorporate with the Bill all or some of the provisions of the Commissioners Clauses Act, 1847, the Harbours, Docks, and Piers Clauses Act, 1847, and of the Companies Clauses Act, 1863.

To alter, amend, or repeal so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Whitehaven Town and Harbour Acts, 1708 to 1885, or some of them, and of any other Act or Acts recited or mentioned therein or in any of them, or relating to the town or harbour of Whitehaven.

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, 1886.

*T. H. Brockbank*, Solicitor, Whitehaven.

*Grahames, Currey, and Spens*, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1886-7.

Acton and Hammersmith Tramways.

(Incorporation of Company; New Tramways in the Parishes of Acton, Hammersmith, and Fulham; Compulsory Purchase of Lands; Tolls; Agreements with Local Bodies; Running Powers over Other Lines; Leasing Powers, &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 all or some of the following amongst other purposes (that is to say):—

1. To incorporate a Company, and to enable and empower such Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, all in the county of Middlesex, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1, partly in the parish of Hammersmith, and partly in the parish of Acton, commencing by a junction with the existing tramway in Uxbridge-road, at a point in the said road opposite the west side of Wilton-road West, thence passing along the Uxbridge-road in an easterly direction, crossing the existing tramway in the Uxbridge-road, at a point in the said road opposite Askew-road, thence passing in a southwardly direction along Askew-road, Starch Green-road, and Goldhawk-road, crossing the existing tramway in that road, thence along Paddenswick-road, Dalling-road Church-road, Banim-street, and Lamington-street, and terminating in the Glenthorne-road by a junction with the existing tramway there.

Tramway No. 1 will be a single line throughout except at the following points, where it will be a double line:

In Uxbridge-road, from a point opposite the house No. 273 for 5.53 chains southwardly.

In Askew-road, from a point opposite No. 51 for 2.50 chains southwardly.

In Starch Green-road, from a point opposite No. 102 for 2.50 chains southwardly.

In the same-road, from a point opposite No. 44 for 3.50 chains southwardly.

In Goldhawk-road, from a point opposite No. 266 for 3 chains southwardly.

In Paddenswick-road, from a point opposite No. 36 for 2.50 chains southwardly.

In Church-road, from the intersection of Paddenswick-road and Dalling-road, for 2.50 chains southwardly.

In Lamington-street and Glenthorne-road, from a point opposite No. 6, Lamington-street for 5 chains southwardly.

Tramway No. 2 in the said parish of Hammersmith, commencing at a point in Glenthorne-road opposite the western side of Iffley-road, thence passing in an easterly direction along Glenthorne-road, thence passing in a southwardly direction along the Grove, and terminating by a junction with the existing tramway in Beadon-road West.

Tramway No. 2 will be single line throughout, except at the following point, where it will be a double line:

In the Glenthorne-road, at a point opposite the intersection of Glenthorne-road and Beadon-road for 0.50 chain in an easterly direction.

Tramway No. 3 (a single line throughout), in the parish of Hammersmith, in the said county of Middlesex, commencing at a point in Beadon-road West, opposite No. 1, thence running eastwardly along the said road, and terminating at a point in the said road opposite the rear of the Swan public-house.

Tramway No. 4 (a single line throughout), in the said parish of Hammersmith, commencing in the Beadon-road at a point in the said road opposite No. 36 of the Broadway, Hammersmith, by a junction with the existing tramway, thence passing across the Broadway and terminating at a point on the south side of the Broadway opposite the entrance to the Metropolitan District Railway, Hammersmith Station, by a junction with Tramway No. 6 (hereafter described), at the western end of such tramway.

Tramway No. 5 (a single line throughout), wholly in the said parish of Hammersmith, com-

mencing in the Broadway, at a point opposite No. 30, thence running in a southwardly direction and terminating at a point in the Broadway, opposite the intersection of Queen-street, by a junction with Tramway No. 6 (hereafter described).

Tramway No. 6 (a single line throughout) wholly in the said parish of Hammersmith, commencing at a point in the Broadway at the intersection of Bridge-road, thence passing along the Broadway in an eastwardly direction and terminating in the Broadway at the intersection of King-street East.

Tramway No. 7 (a double line throughout) partly in the said parish of Hammersmith and partly in the parish of Fulham, commencing at the intersection of King-street East and the Broadway, thence passing in an eastwardly direction along King-street East and the Hammersmith-road, and terminating in the Avonmore-road, at the boundary of the parish of Hammersmith.

It is not proposed to construct Tramway No. 7 until the Metropolitan Board of Works have widened King-street under the Parliamentary powers in that behalf obtained by them in 1883 or 1884.

Tramway No. 8 (a double line throughout) wholly in the parish of Hammersmith, commencing in the Bridge-road, at the intersection of the Broadway, thence running in a south-westerly direction along Bridge-road, and terminating therein at a point opposite the Ship public-house, at the intersection of Avenue-road.

At the following points it is proposed to lay the tramway, so that for a distance of 30 feet or upwards a less space than 9ft. 6in. will intervene between the edge of the footpath and the nearest rail of the tramway on the side of the road named.

In Askew-road, between points opposite Nos. 58 and 64 on the west side of the said road, and between points opposite Nos. 49 and 59 on the east side of the said road.

In Starch Green-road, between points opposite Nos. 138 and 140 on the east side of the said road, and between points opposite Nos. 81 and 85 on the west side of the said road.

In Paddenswick-road, between points opposite Nos. 1 and 9 on the west side of the said road, and opposite the flank wall of the building and garden of the Thatched House public-house on the east side of the said road to the extent of such wall.

In Dalling-road, between points opposite Nos. 93 and 97 on the west side of the said road.

In Lamington-street, between points opposite Nos. 2 and 6, on the east side of the said street, and Nos. 1 and 5, on the west side of the said street, and a shop built in the rear of 86, Glenthorne-road.

In Glenthorne-road, between points opposite Nos. 86 and 105, on the south side, and Nos. 68 and 84, on the north side of the said road.

In Hammersmith-road, between points opposite Nos. 176 and 180, on the north side of the said road.

To enable the Company to make the following works, or some part or parts of them, in the parish of Hammersmith:

To widen the west side of Askew-road, opposite Nos. 64, 62, 60, and 58;

To widen the west side of Starch Green-road, opposite No. 107, and the east side of the same road opposite Nos. 138 and 140;

To widen the west side of Paddenswick-road opposite Nos. 1, 3, 5, 7, 8, and 9, and the east side of the same road opposite the flank wall of the building and garden of the Thatched House public-house to the extent of such wall;

To widen the west side of Dalling-road, opposite Nos. 93, 95, 97, and 98;

To widen the north side of Hammersmith-road, opposite Nos. 180, 178, and 176.

The said lines will be laid to a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To authorize the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other places as may be necessary or convenient for the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stable or carriage sheds or works or buildings of the Company.

To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, and to hold, sell, and let land and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands, and to authorize, sanction, and confirm any sale, lease, or other disposition of any lands which may be or may have heretofore been made by them.

To empower the Company, where necessary or expedient, to widen any street or streets through which the said tramways may pass.

To empower the Company, 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 a tramway, 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 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.

To enable the Company to levy tolls and charges for the use of the proposed tramway by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several local boards, vestries, district boards, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, 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, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company to take or acquire leases of, or otherwise run over and use with their carriages and vehicles of every description, ser-



vants, and horses, portions of the tramways, the property of the West Metropolitan Tramways Company, and to make physical junctions with such tramways.

To empower the West Metropolitan Tramway Company to subscribe to the capital of the Company, to make agreements or to amalgamate therewith, or to purchase, or otherwise acquire, construct, maintain, use, or work the undertaking hereby contemplated, or any part thereof.

To confer upon the Company all powers, rights, and authorities which are, or may become necessary for carrying the objects of the Bill into complete and full effect, to 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.

To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, or any statutory modifications thereof, respectively, for the time being.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, 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 Middlesex, at his office, at the Sessions House, Clerkenwell Green, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes and other places, from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will, on or before the same day, be deposited for public inspection with the parish clerks of the parishes of Hammersmith, Fulham, and Acton, at their respective offices.

And notice is hereby further given, that on or before the 21st day of December in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1886.

*Edward M. Chubb*, 11, Pancras - lane,  
London, Solicitor and Parliamentary  
Agent.

In Parliament.—Session 1887.

Brixton Market.

(Incorporation of Company; Construction of Market, Shops, and other Buildings and Approaches thereto at Brixton, in the County of Surrey; Establishment of Market; Stopping up of Street; Compulsory Purchase or Lease of Lands and Houses; Sale, Lease, or other Disposition of Lands and Houses to be acquired; Levying of Tolls and Rates; Bye-laws; Allocation of Parish Rates; Agreements with Railway Companies, Metropolitan Board of Works, and Vestry of St. Mary, Lambeth; Powers to those Companies and Bodies; Incorporation and Amendment of and exemption from Acts, and other purposes.)

**N**OTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to introduce a Bill to incorporate a Company (hereinafter referred to as "the Company"), and to confer upon the Company all or some of the powers following, viz. :—

To erect and maintain all suitable market-houses, buildings, shops, structures, ware-houses, offices, cellars, approaches, and conveniences, and to establish a market for the sale of meat, poultry, fish, fruit, vegetables, hay, corn, and other cereals, and marketable produce and commodities upon the site or area hereinafter mentioned, or some part or parts thereof, that is to say :—

A piece or parcel of land, situate, and being wholly in the parish of St. Mary, Lambeth, in the county of Surrey, lying within the triangle formed by Brixton-road on the west, Coldharbour-lane on the south-east, and Atlantic-road on the north-east, excluding the London, Brighton, and South Coast Railway (South London line) and the shops, houses, "Railway Hotel," and lands in Atlantic-road for a length of 410 feet or thereabouts, measured from a point 160 feet or thereabouts from the junction of that road with Coldharbour-lane to a point at the eastern side of Electric-lane contiguous to the "Railway Hotel"; also excluding the whole of the shops, houses, buildings, and lands on the north side of the said railway between Brixton-road and a point 35 feet or thereabouts west of Electric lane; also excluding the shops, houses, buildings, and lands in Brixton-road adjoining the said railway on the south side thereof for a length of 30 feet or thereabouts; and also excluding the "Prince of Wales Hotel" and lands in front of and contiguous thereto for a length of 140 feet or thereabouts in Brixton-road and 215 feet or thereabouts in Coldharbour-lane at and near their junction.

To purchase and acquire by compulsion or agreement, or to take on lease, with or without powers of purchasing the reversion thereof, all lands, houses, erections, and buildings included or situated within the before-mentioned boundaries, except as aforesaid, and appropriate the same and the site thereof for the purposes of the Bill.

To construct all necessary approaches to the said market.

To purchase by agreement or take a lease or leases of such additional lands as may be necessary or convenient for the purposes of the proposed market or any other purposes of the Bill, and to grant leases, licences, or otherwise to dispose of any lands, houses, shops, stalls, holdings, rights, or conveniences connected with the market undertaking and buildings, and to sell or lease the undertaking, or any part thereof.

To make such necessary and proper bye-laws and regulations from time to time for the government of the undertaking and market as the Company may think fit.

To make junctions and communications with and to alter the lines or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the approaches to the intended market, market-houses, buildings, erections, and shops, or otherwise.

To stop up temporarily, and to widen and deviate, the road or street called Electric-lane, in the said parish of St. Mary, Lambeth, or some part or parts thereof, and also to stop up and extinguish all rights over, and to appropriate and use any other streets, courts, yards, squares, passages, alleys, and places within the before-mentioned boundaries of the lands

and houses to be acquired, and to vest the sites thereof in the Company for the purposes of the Bill.

To cross, stop up, alter, divert, or discontinue all sewers, drains, gas and water pipes, telegraph, telephone, and electric apparatus, and other works on, under, and over the property so to be acquired, and in, on, under, or over any street, road, court, passage, or place, so far as necessary for the purposes of the Bill, and to vary or extinguish all existing rights and privileges, connected with any lands, houses, streets, and places to be purchased, acquired, or appropriated for the purposes of the Bill, and which would in any manner impede or interfere with the purposes thereof, or any of them, and to confer other rights and privileges.

To enable the Company to sell, let, exchange, or otherwise dispose of, or to pull down or convert, all or any of the houses and buildings to be purchased or acquired by them, and to rearrange and lay out or to sell, lease, exchange, and dispose of any ground when so cleared, and to erect other houses, shops, and buildings on the said lands, and to sell, let, or lease the same for such price or prices, and at such rents or other consideration as they think fit, either by way of absolute sale, or in consideration of ground or annual rents, and either in perpetuity, or for a term of years, and subject to such stipulations and conditions as they think fit as to the character and uses of the buildings to be erected.

To levy and take tolls, rents, stallages, and other payments in respect of the said market, market-houses, warehouses, offices, cellars, shops, buildings, and other conveniences to be erected by the Company, to demise and lease the same, and to confer exemptions from the payment of such tolls, rents, stallages or payments.

To raise capital by the creation and issue of shares, and by borrowing on mortgage, and also by sale, lease, exchange, or other disposition of any lands which may be acquired under the provisions of the Bill, in such manner and for such purposes as may be authorized by the Bill, and to raise money upon the security of the rents, rates, tolls, stallages and charges authorized to be levied and charged by the Company, and to apply the same to all or any of the purposes of the Bill.

To empower the authorities having the control of the rates within the said parish of Saint Mary, Lambeth, to allocate to the Company for a term to be defined by the Bill, the parochial and other rates assessed or levied upon, or arising out of the lands and buildings to be erected by the Company, or to make such arrangements as they think fit with respect to such rates, or the assessment upon the said market and buildings of any rates, or the exemption from payment of any such rates, or the appropriation of the increased rates which will accrue to such authorities by reason of the erection of the said market and other buildings and improvements.

To authorize the Company on the one hand, and any Railway Company or Companies on the other hand, to enter into, and carry into effect contracts, agreements, and arrangements for or with respect to the user by the contracting parties of the intended market, and the buildings, works, and conveniences connected therewith, or any part or parts thereof, or any other purpose defined by the Bill.

To authorize the Company and the Metropolitan Board of Works, and the vestry for the parish of Saint Mary, Lambeth, or any two of

them, to make contracts, agreements, and arrangements with respect to all or some of the objects and purposes of the Bill.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883," "The Companies Clauses Acts, 1845, 1863, and 1869," and "The Markets and Fairs Clauses Act, 1847," and to alter and amend or confer exemptions from some of those Acts, and from all or some of the provisions of "The Metropolitan Local Management Act, 1855," and of "The Metropolitan Buildings Act, 1844," and to exempt the lands to be acquired by the Company from the provisions or some of the provisions of the 46 Geo. III., cap. 57, and the 1 and 2 Geo. IV., cap. 55, and of any Acts amending those Acts respectively.

The Bill will or may vary all rights, easements, and privileges of whatever nature which would interfere with the aforesaid objects and purposes, and for the purposes aforesaid it is intended, if need be, to alter, amend, or repeal the provisions of any Acts relating to or affecting the said parish of Saint Mary, Lambeth, or the railway companies with which under the provisions of the Bill arrangements may be made.

And notice is hereby further given that, on or before the 30th day of November instant, plans and sections showing the lands, houses, and other property to be acquired for the purposes of or affected by 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 those lands, houses, and other property, 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 Surrey, at his office at the Sessions House, Newington Causeway, in the same county, and also with the clerk of the vestry of the said parish of Saint Mary, Lambeth, at his office at the Vestry Hall, Kennington-green.

Printed copies of the Bill will, on or before 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1886.

*Fowler and Co.*, 2, Victoria-mansions,  
Westminster, Solicitors.

*C. J. Hanly and Co.*, 2, Princes-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Felixstowe and Bawdsey Ferry Railway.

(Incorporation of Company; Power to make Railways between Felixstowe and Felixstowe, otherwise Bawdsey Ferry, with all necessary works; Compulsory Purchase of Lands; Tolls; Running Powers to Company over Felixstowe Railway, and to other Companies over Railways of Company; Compulsory Facilities; Payment of Interest out of Capital; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to authorise and empower the Company to make and maintain the railways and works following, with all necessary approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—

1. A Railway (No 1) situate wholly in the

county of Suffolk, commencing in the parish of Walton, by a junction with the Felixstowe Railway, at a point five yards, or thereabouts, measured along that railway towards Orwell Station from the northern side of the bridge carrying the road leading from Wadgate Farm to Lower Walton across that railway and terminating near high water mark on the western side of the River Deben, in the parish of Felixstowe, at a point 220 yards, or thereabouts, measured in a northerly direction from the front door of the Ferryboat Inn at Felixstowe, otherwise Bawdsey Ferry.

2. A Railway (No. 2) situate wholly in the parish of Walton, in the county of Suffolk, commencing by a junction with the Felixstowe Railway at a point 140 yards, or thereabouts, measured along that Railway towards Felixstowe Station from the eastern side of the bridge carrying the road leading from Walton to Lower Walton across that railway, and terminating by a junction with the intended Railway (No. 1) at a point in a field belonging, or reputed to belong, to George Tomline, and in the occupation of Isaac Lord, 460 yards, or thereabouts, measured in

a north-easterly direction from the commencement of that railway.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements for the purposes of the intended railways and works in the parishes, townships, and places aforesaid, or any of them; and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings; and to confer, vary, and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings; and to confer, vary, or extinguish other rights and privileges.

To empower the Company to take a part only of any property without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the purchase and taking of the following (amongst other) pieces of land, or such part or parts thereof, as may be required for the purposes of the intended railways and works, all or some of which pieces of land are, or are reputed to be, common or commonable land, viz. :—

Name (if any) by which the lands are known, and name of parish.	Area within limits of deviation not exceeding	Area estimated to be required for works about
Felixstowe Common, in the parish of Felixstowe	.. Twenty-five acres	Six acres

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, watercourses, drains, and sewers within the said parishes, and extra-parochial or other places, as it may be necessary to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to demand and recover tolls, rates, or charges for or in respect of the use of the intended railways and works, and for the conveyance of the traffic thereon.

To empower the Company, or any other Company or Companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages, for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined or authorised by the intended Act, the railway of the Felixstowe Railway and Dock Company, and to use the stations, booking-offices, warehouses, landing-places, platforms, water, watering-places, and standing-room for engines and carriages, sidings, works, and conveniences connected therewith.

To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said railway and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the Felixstowe Railway and Dock Company is now authorised to demand and take in respect thereof.

To enable the Great Eastern Railway Company and the Felixstowe Railway and Dock Company (hereinafter called "the two Companies") or either of them, in like manner and to the same extent, to run over and use the railways of the Company or some part or parts thereof.

To enable the Company and the two Companies, or either of them, to enter into and carry into effect agreements for, or with respect to, the working, use, management, and maintenance of the intended railways and works, or any part thereof, or of the railways and works of the two Companies, or either of them, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on such railways, and 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 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 between the Company and the said two Companies, or either of them, in reference to the matters aforesaid, or any of them.

To require the two companies, or one of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as failing agreement shall be settled by arbitration, or in such manner as may be provided by the intended Act.

To authorise the Company to raise their capital by instalments, and to borrow by instalments in respect of such capital, and to provide that such instalments of capital shall for all or some of the purposes of the Companies Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation

Act, 1845, be deemed to be the capital of the Company, and so far as may be necessary to amend those Acts.

To authorise and empower the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay interest or dividends to any shareholders or class or classes of shareholders of the Company, on the amount of the calls made in respect of their shares, out of any capital which the Company may be authorised to raise by shares, stock, debenture stock, or borrowing, and to alter with regard to the Company the provisions of the Companies Clauses Consolidation Act, 1845, in this respect, and with respect to the paying up of capital of the Company, and the exercise of borrowing powers.

To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act (that is to say):—The Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; the Felixstowe Railway and Pier Act, 1875; the Felixstowe Railway and Dock Act, 1879; and any other Act or Acts relating to the Felixstowe Railway and Dock Company.

And notice is hereby also given, that plans and sections of the intended railways and works, showing the lines and levels of the intended railways, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map showing the general course and direction of the intended railways, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1886, be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office in Ipswich, and that 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 or extra-parochial place in or through which the said railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situated, with a copy of this notice, will be deposited for public inspection, as regards parishes, with the parish clerk of each parish at his place or abode, and as regards any extra-parochial or other place, with the parish clerk of the adjoining parish, at his place of abode.

And notice is also hereby given, that on or before the 21st day of December, 1886, 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, 1886.

*Ashurst, Morris, Crisp, and Co., 6, Old Jewry, E.C., Solicitors for the Bill.*

*Wyatt, Hoskins, Hooker, and Williams, 28, Parliament-street, Westminster, Parliamentary Agents.*

Board of Trade.—Session 1887.

North London Tramways (Extensions).

(Powers to construct additional tramways in the Parish of Tottenham; to open and interfere with public streets, &c.; to levy tolls, and to regulate street traffic; use of steam, mechanical and other motive power, and other provisions.)

**T**AKE notice, that application is intended to be made to the Board of Trade by the North London Tramways Company (hereinafter called "the Company") for a Provisional Order (hereinafter called "the Order") to be confirmed by Parliament in the ensuing session, to empower

them to construct, maintain, and work, as part of their authorised undertaking, the tramways hereinafter described, or some or one of them, together with all necessary rails, plates, chairs, sleepers, works, and conveniences connected therewith, that is to say:—

A tramway (No. 1) commencing in the High-road, Tottenham, by junctions with the existing tramway therein, at points respectively forty-seven yards, or thereabouts, and thirty-two yards or thereabouts, southward from the lamp-post at the junction of West Green-road with the High-road, Tottenham, passing thence into and along West Green-road and Green-lanes, and terminating in Green-lanes by a junction with the existing tramway therein, at a point thirty-six yards or thereabouts northward from the lamp-post at the junction of West Green-road with Green-lanes.

Tramway No. 1 will be laid as a single line throughout, except in the following instances, where it will be laid as a double line.

In High-road, Tottenham, between points respectively thirty-two yards or thereabouts southward, and nineteen yards or thereabouts westward from the lamp-post at the junction of West Green-road with the High-road, Tottenham.

In West Green-road:—

(a.) For a distance of sixty-six yards or thereabouts eastward from the western foot-path of Braemar-road.

(b.) Between Lawrence-road and the western side of Elmar-road.

(c.) For a distance of sixty-six yards or thereabouts eastward from the western side of Avenue-road.

(d.) Between a point thirty-four yards or thereabouts westward from Avenue-road and Spratts-row.

(e.) For a distance of sixty-six yards or thereabouts eastward from the Black Boy Tavern.

(f.) Between points respectively fifty-two yards or thereabouts eastward, and fourteen yards or thereabouts westward from the lamp-post at the junction of Lansdowne-road with West Green-road.

(g.) Between points respectively four yards or thereabouts eastward, and sixty-two yards or thereabouts westward from the eastern side of Stanmore-road.

A single line Tramway (No. 2) commencing in the High-road, Tottenham, by a junction with the existing tramway therein at a point thirty-five yards or thereabouts northward from the lamp-post at the junction of West Green-road with the High-road, Tottenham, passing thence into and terminating in West Green-road by a junction with Tramway No. 1 at a point twenty-nine yards or thereabouts westward from such lamp-post.

In the following instances Tramway No. 1 will be so laid that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the foot-path and the nearest rail of the tramway on the side or sides of the roads specified in each instance.

In West Green-road on both sides,

(a.) Between Lawrence-road and Summer-hill-road.

(b.) Between Dorset-road and Avenue-road.

(c.) Between a point thirty-four yards or thereabouts, westward from Avenue-road and the junction of Philip-lane with West Green-road.

(d.) Between points respectively thirteen yards, or thereabouts, and sixty-two yards, or thereabouts, westward from the eastern side of Stanmore-road.

(e.) Between Willow-walk and Greenlanes.

2. The proposed tramways will be situate and be made in the parish of Tottenham, in the county of Middlesex, and will be laid on gauge of four feet eight and-a-half inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

3. The Order will incorporate with itself the necessary provisions of the Tramways Act, 1870, with such variations therein as may be deemed necessary, and will authorise the Company to apply their authorised capital for the purpose of constructing, maintaining, and working the proposed tramways, and will make provision for effecting the objects, or some of the objects, and for conferring on the Company the powers, or some of the powers following, that is to say:—

4. To empower the Company to work and use the proposed tramways with steam or any mechanical power in addition to or instead of animal power, and from time to time to enter upon, open, and break up the surface of, and to alter, stop up, and otherwise interfere with, streets, highways, and other roads, footpaths, passages, and places, railways, tramways, canals, streams, water-courses, sewers, drains, bridges, pavements, water-pipes, gas-pipes, and electric telegraph and telephone pipes, tubes, wires, and apparatus, within the said parish, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways or works, or of substituting others in their place, or other the purposes of the Order.

5. To empower the Company 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 or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables, engine or carriage sheds or works of the Company.

6. To enable the Company, 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, 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.

7. To enable the Company, for the purposes of the proposed tramways, to purchase by agreement, and to take easements over lands, houses, and property, and to erect engine and carriage sheds, stables, offices, buildings, and other conveniences on any such lands, and to sell, lease, or dispose of lands, houses, and property.

8. To enable the Company 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 or other traffic upon the same, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

9. To provide for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, or

any rails, plates, chairs, sleepers, or works connected therewith may be laid.

10. To provide for and regulate the user by the Company, for the purposes of the Order, 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 prohibit, except by agreement with the Company, or upon terms to be prescribed by the Order or otherwise, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company, and any other companies, bodies, or persons for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such companies, bodies, or persons.

12. To enable the Company and the Tottenham Local Board of Health, and any other road authority, having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

13. To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the Tottenham Local Board of Health, and the Board of Trade, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Order.

14. To alter, amend, and extend, or make applicable to the purposes of the Order the provisions, or some of the provisions, of the North London Suburban Tramways Order, 1879; the North London Tramways Act, 1882; the North London Tramways Act, 1883; the North London Tramways Act, 1884; and the North London Tramways Act, 1886.

15. To sanction, confirm, and give effect to any contracts or agreements made, or to be made hereafter, for any of the purposes in this notice mentioned.

16. To vary and extinguish all rights and privileges which would interfere with the objects of the Order, and to confer other rights and privileges.

17. On or before the 30th day of November instant, plans and sections of the proposed tramways and works, and a copy of this advertisement, will be deposited at the office of the Board of Trade; and for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, E.C.; with the clerk to the Tottenham Local Board of Health at his office at Tottenham; and with the parish clerk of the parish of Tottenham, at his residence, respectively.

18. The draft of the Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December, 1886, and printed copies

of the draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained on application at the respective offices of the undersigned, at the price of one shilling for each copy.

19. Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this 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, 1887, and copies of such representation or objections must at the same time be sent to the Company, at the offices of the undersigned, and in forwarding to the Board of Trade such objections the objectors or their agent should state that a copy has been sent to the Company or their agents.

Dated the 17th day of November, 1886.

*Sutton and Ommanney*, 3 and 4, Great Winchester-street, London, E.C., Solicitors.

In Parliament.—Session 1887.

Over Darwen Corporation.

(Change of Corporate Name; Extension of Gas Limits; Further Powers for Construction of Gas Works, and acquisition of Lands by Agreement; Further Provisions as to Gas Supply and Water Supply; and as to Streets, Buildings, and Sanitary Arrangements, and as to Sewers and Drains; Repair of Bridges and Private Streets, and other Powers for the improving the Local Government and Sanitary Condition of the Borough; Provisions as to Private Street Works and Private Improvement Expenses; as to Contagious Diseases and other Sanitary Matters; For the Prevention of Fires; For the Regulation of Traction Engines, and of places of Public Entertainment; Further Police Powers, and Further Powers for the Cleansing and Preserving the River Darwen, and as to Markets and Fairs; Enlargement of Cemetery and Acquisition of Lands by Agreement therefor; Further Provisions and Powers as to Municipal Offices, Public Buildings, and Recreation Grounds; Further Borrowing Powers, and Application of Funds and Revenues; Consolidation and Conversion of Loans and creation of Consolidated Stock; Amendment of Acts and Charter).

**N**OTICE is hereby given that the Mayor, Aldermen, and Burgesses of the Borough of Over Darwen, in the county of Lancaster (hereinafter called "the Corporation"), intend to apply to Parliament in the ensuing session for an Act for the following purposes, or some of them (that is to say):—

To change the name of the borough and of the Corporation, and (so far as may be necessary) to alter the Charter of Incorporation of the said borough, the grant of arms from the Heralds' College, the several Acts and Orders relating to the borough, and all commissions, fiats, bye-laws, deeds, contracts, awards, judgments, decrees, sanctions, rates, and other documents applicable to the Corporation, or in force in the borough under their and its present name respectively.

To make all such provisions with reference to purchases, sales, conveyances, mortgages, bonds, deeds, securities, contracts, and agreements made or entered into by or with the Corporation, and to pending actions, payment of rates and rents, and moneys due from and owing to the Corporation, and to their existing securities, the payment of penalties, the continuance in

force of certificates, and other matters, as may be rendered necessary by reason of such alteration of name as aforesaid.

To alter and extend the limits within which the Corporation are authorized to supply gas, and to include within such limits the borough and the several townships of Eccleshill, Yate and Pickup Bank, and Tockholes, all in the county of Lancaster, and to authorize the Corporation to exercise within such extended limits all such powers with respect to the supply of gas, and to the charging and recovering of gas rates and rents and otherwise in relation thereto as they are now authorized to exercise within their present gas limits.

To authorize the Corporation to maintain, alter, improve, enlarge, extend, and renew their existing gasworks, and to construct and maintain gasworks upon the lands acquired by the Corporation adjoining the lands upon which the existing gasworks are constructed, that is to say, a piece of land containing 34,944 superficial square yards, situate in Over Darwen, and bounded on the east partly by Frederick-street, partly by Robin Bank-road, and partly by Dobson-street; on the west partly by the water reservoir, belonging to the executors of Nathaniel Walsh, and used with the Orchard Mill, and partly by land and buildings occupied by the Brookside Weaving Company, Limited, and partly by other land of the Corporation; on the north partly by Nelson-street and partly by Back Heys-lane; and on the south partly by land belonging to James Pickup Entwistle, and partly by Peabody-street.

Also a piece of land containing 695 superficial square yards, separated from the first described piece of land by Frederick-street aforesaid, and bounded on the north and east partly by land belonging to the Lancashire and Yorkshire Railway Company, and partly by land belonging to the Wigan Coal and Iron Company, Limited; on the south by the road leading from Robin Bank-road aforesaid to Darwen Chapels; and on the west by Frederick-street aforesaid.

Also a piece of land containing 1,777 superficial square yards to the west of, and separated from, the first described piece of land by the said Orchard Mill Water Reservoir, and bounded on the westerly side partly by the existing gas works, partly by Queen-street East, and partly by a back street leading from Queen-street East aforesaid to a covered passage leading from Duckworth-street to the said reservoir; on the south partly by the existing gas works and partly by land occupied by the said Brookside Weaving Company, Limited.

Also a piece of land containing 2,015 superficial square yards, bounded on the south by Charles-street; on the west by Duckworth-street; on the north by Queen-street East aforesaid; and on the east by the existing gas works, and upon those lands, as well as upon the lands on which the existing gasworks are constructed, to convert or manufacture the products resulting from the manufacture of gas, and to authorize the Corporation to manufacture, sell, purchase, hire or let for hire, or otherwise deal in meters, stoves, and fittings, and other apparatus, articles, and things for or in relation to the production, supply, consumption, and use of gas, whether for lighting, heating, cooking, or other purposes.

To authorize the Corporation to acquire, hold, and use patent rights and licences and authorities under letters patent for the use of inventions and apparatus for or in relation to the manufacture, supply, distribution, and use

of gas, and the utilisation and conversion of residual products.

To confer further powers upon the Corporation with reference to their waterworks and water supply, and to make further provision as to the rents and charges for the supply of water for domestic and other purposes, and by meter, and to alter, and if thought fit, increase the limit of any water rate rent and charges now leviable by the Corporation.

To make further provision for the prevention of waste and misuse, and fouling of water, or gas, and the removal of pipes or fittings, and the recovery of rates, rents, and charges by distress, and the inspection of mines under or near the waterworks of the Corporation.

To make further provision, and to confer further powers upon the Corporation with reference to buildings and materials therefor, the deposit and approval of plans, the regulation of coal shoots, and of hoardings and scaffoldings, the prohibition of cellars, and the height of chimneys and buildings, the materials for fire places, &c., and the heights and size of rooms, the providing of regulation tubs for privies, closets, and other sanitary arrangements to buildings, courts, and manufactories, the charge for emptying the same, and for preventing injury thereto, for securing proper means of ingress and egress from places of public resort, and the ventilation and drainage thereof, as to the repair of vaults, the fencing of vacant lands, forecourts, and gardens, and the repair or removal of dangerous structures, and for securing the safety of temporary buildings and platforms.

To make further provision and confer further powers upon the Corporation with reference to streets, sewers, and drains, as to the continuation of existing streets and the width of new streets, as to the entrances to courts, as to plans of new streets and provisions with reference to the laying out thereof, as to the recovery of the costs of flagging footways and of damage caused thereto by excavations, and as to the footings or retaining walls of streets on embankments, or in cuttings, and the cost thereof, as to the paving of back yards, and as to the access to premises for scavenger purposes, and as to the materials to be used in paving streets under sections 150 and 152 of the Public Health Act, 1875.

To prevent the passage of refuse or injurious matter and the discharge of steam into sewers or drains, or the drainage of sewage into surface water sewers, and to make provision for the examination of old drains and the communication between private drains and the sewers of the Corporation, and to extend section 41 of the Public Health Act, 1875.

To confer upon the Corporation further powers with reference to the construction and repair of bridges within the borough, and the temporary repair of private streets, and with reference to advertisement hoardings, and to prevent the use of lock-up shops and other places as dwellings.

To provide that undertakings and agreements given by or to the Corporation, to or by or on behalf of any owner of property in connection with the property of such owners shall be binding upon the owner of the property for the time being, and upon his successors in title.

To make further provision and confer further powers on the Corporation with reference to private street works and private improvement expenses, to exempt the Corporation from liability in respect of works executed by them, to

empower them to charge for supervision and for interest on unpaid expenses, to provide for the apportionment and recovery of such expenses by instalments or otherwise, and for allowances for existing works, and to authorize limited owners and mortgagees to charge property with the payment of any such expenses, and to empower the Corporation to apply the General District Rate in payment of such expenses and to borrow money therefor.

To make further and better provision for detecting and preventing the spread of contagious and infectious diseases, and for requiring notice to be given of such diseases, and to empower the Corporation to provide hospitals or temporary accommodation and nurses and medical treatment.

To compel cowkeepers and persons engaged in washing or mangling clothes and others, to furnish a list of their customers in certain cases, and to provide for the inspection of dairies, &c., beyond the borough.

To provide for the cleansing and disinfection of any house or any articles therein or of any person liable to communicate contagion or infection, and to prohibit the retention of dead bodies, and to provide for the removal and interment of persons dying from infectious diseases, and to regulate the conveyance of the bodies of persons who have died of infectious disease, and to provide for the recovery of any expenses incurred by the Corporation in the matters aforesaid, and to prevent the use of public conveyances for the removal of the bodies of such persons.

To compel, under a penalty, common lodging-house keepers to give the notice required by section 84 of the Public Health Act.

To make further provision, and to confer further powers on the Corporation for the improvement of the sanitary condition of the borough, and to provide for the destruction of filth and rubbish, to regulate the placing of conveniences in streets, and to require them to be provided in public-houses and other places; to authorize the Corporation to acquire patent rights for dealing in sewage, to amend and enlarge the provisions contained in sections 116 to 119 of the Public Health Act, 1875, and to confer further powers on the officers of the Corporation and the Justices with reference thereto; to make provision for the cleansing of back passages, to prohibit the building upon insanitary foundations, and to regulate the burning of bricks.

To make further provision with respect to the prevention and extinguishing of fires, and to confer further powers upon the Corporation, and their fire brigade officers and firemen, with reference to fires, and to authorize the Corporation to provide and maintain for any fire brigade establishment telegraphic or telephonic communications, and to authorize charges for the services of the Fire Brigade within the borough.

To empower the Corporation to regulate the use of traction engines in the borough, and to make bye-laws with respect thereto.

To make further provision and to confer further powers on the Corporation and on the justices and police constables in relation to the following, among other matters:—The regulation and licensing of public places for dancing, music and entertainment; street traffic and Sunday processions, and the prevention of street gambling; obstructions in streets and footways, street musicians, obscene publications and bills, pulling down or defacing notice boards or street names, stray dogs, the use of bicycles, velocipedes, and

other such vehicles, and for the control of coal dealers, and to confer upon the Corporation all or some of the powers conferred upon a county authority by the "Highways and Locomotives (Amendment) Act, 1878."

To confer further powers upon the Corporation for the cleansing, protection, and improvement of the River Darwen, and of other streams, brooks, and watercourses within the borough, and for the removal and prevention of obstructions therein and pollution thereof, and for the recovery of any expenses incurred by the Corporation in connection therewith.

To confer further powers upon the Corporation with reference to markets and fairs; to extend and define the limits thereof; to regulate the annual feast known as "Darwen Fair," and other markets and fairs, and to empower the Corporation, if thought fit to alter the days for the holding thereof, and to hold new markets and fairs and to demand and recover tolls in respect thereof, and to empower the Corporation to lease their markets and tolls, and to grant licences for sale out of market, and to forfeit animals and goods left in any market or fair, and to regulate caravans and other shows and exhibitions, and to impose and recover penalties in reference to the matters aforesaid, and to make other provision for the prevention of offences.

To empower the Corporation to extend and enlarge their cemetery, and for that purpose to acquire by agreement and hold the lands herein-after described (that is to say)—

Certain lands situate in Over Darwen, containing 50,025 superficial square yards, bounded on the south by the existing cemetery, on the west and north by land belonging to the Corporation, and on the east partly by Whitehall Mill, occupied by J. B. Deakin, and partly by an intended new street 10 yards wide, and to stop up and extinguish all rights of way over the existing footpath leading across the said lands, and all other rights of way, if any, over the same.

To provide that the municipal offices and other public buildings shall form part of the corporate property, under and subject to the Municipal Corporations Acts, and to empower the Corporation to use and appropriate as a place or places of public resort or recreation, or for any other purpose beneficial to the inhabitants of the borough, any lands which they have acquired or may acquire for such purpose, and to authorize them to accept and hold lands for that purpose, and to authorize the Corporation to lay out places for public recreation and games, and for such other purposes as aforesaid, and to erect and from time to time to let suitable buildings thereon, and to make and enforce bye-laws for the regulation of all parks and recreation grounds vested in the Corporation, and of the refreshment rooms therein, and otherwise for the protection and enjoyment thereof.

To empower the Corporation to borrow further moneys on the security of their Borough Fund and Rate, District Fund and Rate, their waterworks and gasworks and the income therefrom, and any other property, rates, or revenues belonging to them or under their control, and to provide for the application of such moneys, and to enable them to levy rates by instalments, to inspect the poor rate books, and to attach coupons to mortgages and to make provision with reference to the accounts of the Corporation, and the publication and audit thereof.

To authorize and provide for the consolidation

and for the conversion into stock of all or any of the loans, annuities, rent-charges, or monetary obligations of the Corporation, whether already or hereafter authorized to be contracted by the Corporation under the powers of any Act of Parliament, or the order of any Public Department of the State, and for those purposes to enable them to create and issue Consolidated Debenture or other stock redeemable, irredeemable or otherwise upon and subject to such terms and conditions as may be prescribed by the intended Act or sanctioned by Parliament and charged upon all or any of the before-mentioned securities.

To make provision for and in relation to the repayment of moneys borrowed, and to be borrowed, sinking funds, and their investment, and if thought fit, to alter existing provisions in relation to those several matters.

To empower the Corporation to enter into and fulfil contracts and agreements with the Bank of England or other banks, companies, or persons for and in relation to the issue and transfer of, and the payment of interest upon, the said stock, and for the keeping at such bank or elsewhere of all or any registers, books of accounts and documents of or in relation thereto.

To authorize the investment of trust funds in the Consolidated Stock or annuities and other securities (existing or future) of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them.

To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by the Lands Clauses Consolidation Act, 1845 (section 7), to sell land, to consent to the conversion of such stock, annuity, or security into Consolidated Stock of the Corporation.

To empower the Corporation from time to time to alter the dates of payment of annuities, or of interest or dividends on any securities of the Corporation.

To vary and extinguish all 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.

To enable the Corporation to carry into effect all or some of the provisions of the intended Act as the Urban Sanitary Authority of the borough, and to exercise all or any of the powers of the Public Health Act, 1875 with or without modifications, and to enable them to carry out the provisions of the intended Act under and subject to the Municipal Corporations Acts, with such modifications as may be contained in the intended Act, and to make and enforce bye-laws and regulations, and to enter into and carry into effect agreements and contracts.

To alter, amend, enlarge, or repeal all or some of the provisions of "The Over Darwen Gas Act, 1855"; "The Darwen Waterworks Act, 1869"; "The Over Darwen Local Board Waterworks and Gas Works Act, 1873"; "The Over Darwen Improvement Act, 1879"; and any other Act or Acts relating to the Corporation.

On or before the 21st day of December, 1886, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1886.

Charles Costeher, Town Clerk.

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



In Parliament.—Session 1887.

Great Northern Railway.

(New Railways and Works in the Counties of Derby, York (West Riding), Middlesex, Bedford, Lincoln, and Nottingham; Diversion of Roads and Abolition of Level Crossings; New Footpaths and stopping up Existing Footpaths; Alteration of Levels of Authorised Railway to Heanor; Widening of Railways; Additional Lands; Extension of Time for Construction of Railway and Works; Abandonment of Railways and Works; Power to the Midland Company and Eastern and Midlands Company to acquire Additional Lands compulsorily; Powers to Halifax High Level and North and South Junction Railway Company to Abandon certain Railways, to Divert one of their authorised Railways to obtain Release of Portion of Deposit Fund, and to Purchase Additional Lands Compulsorily; Extension of Agreement with Louth and East Coast Railway Company; Loan by the Company to the Corporation of Boston, on security of their Harbour Revenue and Borough Rate or Real Estate, and Lease or Sale by that Corporation to the Company of Granaries at Boston; Retention of Superfluous Lands; Consolidation of Stocks; Additional Capital; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the next Session thereof by the Great Northern Railway Company (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 exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them, or such part thereof as the Bill shall define, with all needful stations, sidings, works, and conveniences connected therewith respectively, that is to say:—

Extension of authorised railway to Heanor.—

A Railway (No. 1) wholly in the parishes of Heanor and Morley, in Derbyshire, commencing in the township of Shipley, in the said parish of Heanor, by a junction with the Company's railway to Heanor (Railway No. 3) authorised by the Great Northern Railway (Various Powers) Act, 1885, at the termination thereof, and terminating in the township of Smalley, in the said parish of Morley, near the north-west side of Smalley-lane, at or about the middle of the northern fence of the field known as "Donkey Race" Close, belonging or reputed to belong to William Drury Lowe, and in the occupation of Joel Walker.

Alteration of levels of authorised railway to Heanor.—To alter in the said parish of Heanor the levels of so much of the said railway to Heanor (Railway No. 3) as lies between a point at or near the point marked as 3 miles 26 chains on the plans for that railway deposited with the clerk of the peace for the said county of Derby and the termination of the said railway.

Curve at Wortley.—A railway (No. 2) wholly in the township of Wortley in the parish of Leeds, in the West Riding of the county of York, commencing by a junction with the Great Northern Railway at the north end of the bridge carrying that railway over the London and North Western Railway, and terminating by a junction with the Great Northern Railway at a point about  $7\frac{1}{4}$  chains (measured along that railway in an easterly direction) from the east side of the bridge carrying that railway over the public road known as Copley Hill.

Dudley Hill to Low Moor Deviation Railway.—

A Railway (No. 3) (being a deviation of a portion of the Railway No. 1, Dudley Hill to Low Moor, authorised by the Great Northern Railway Act, 1883), commencing in the township of North Bierley and parish of Bradford, in the said West Riding, by a junction with the said Railway No. 2, authorised by the Great Northern Railway Act, 1883, at a point on the easterly side of the tramway belonging to the Bowling Iron Company, about 243 yards measured in a northerly direction from the point where it crosses Shertcliffe-lane and passing thence through or into the following parishes, townships, or places, namely, Bradford, North Bierley, Tong, Birstal, Tyersall, Pudsey and Calverley, and terminating by a junction with the extension of the Pudsey Railway (Railway No. 5) authorised by the Great Northern Railway (Various Powers) Act, 1885, in the said township of Pudsey, at the eastern boundary fence of the Gildersome Branch of the Great Northern Railway at a point about 350 yards (measured in a north-easterly direction) from the bridge carrying the public road called Tyersall-lane over that branch.

A Railway (No. 4) wholly in the said township of Tong, commencing by a junction with the proposed Railway No. 3 in land belonging to and occupied by the Company at a point about 112 yards measured in a northerly direction alongside the Gildersome Branch of the Company, from the bridge carrying the said branch over the tramway belonging to the Bowling Iron Company, and about 8 yards east of the centre of the said branch, and terminating by a junction with that branch at a point about 300 yards measured in a northerly direction along the said branch, from the said bridge.

2. To authorise the Company to abandon the construction of that portion of Railway No. 1 (Dudley Hill to Low Moor), authorised by the Great Northern Railway Act, 1883, which lies between its authorised point of commencement and its authorised point of junction with the Railway authorised by the said Act and therein described as Railway No. 2.

3. To authorise the Company to abandon the construction of the branch at Laisterdyke, being Railway No. 3, as described and authorised by the Great Northern Railway Act, 1883.

4. To enable the Company to widen and improve the following portions of their railway.

Widening at Holloway.—A portion of the Company's railway on the north-western side thereof, wholly in the parish of Saint Mary, Islington, in the county of Middlesex, commencing by a junction with the down line of the said railway opposite the south end of the signal box on the up platform at the Holloway Station of the Company, and terminating by a junction with the siding leading into Clarence Goods and Coal Yard, about 290 yards, measured along the railway, from the north-east end of the bridge carrying the railway over Hornsey-road.

Widening at Three Counties Station.—A portion of the Company's railway on the western side thereof, wholly in the parish of Arlesey, in Bedfordshire, commencing by a junction with the siding next the western side of the main lines of the Company about 37 yards south of the post denoting  $35\frac{1}{2}$  miles from London, and terminating by a junction with the said siding, about 77 yards

north of the post denoting 35 $\frac{1}{4}$  miles from London.

For the purposes of the said last-mentioned widening, the Bill will take power to acquire certain land, being or reputed to be commonable lands, of which the following are the particulars:—

Name by which the lands are known.	Parish in which situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
Arlesey Common	Parish of Arlesey	10 perches	10 perches

And will extinguish all rights of common, way and other rights in and over the portion of the said common so proposed to be taken by the Company.

**Widening at Grantham.**—A portion of the Company's railway, on the western side thereof, wholly in the parish of Spittlegate, in the parts of Kesteven, in Lincolnshire, commencing by a junction with the main line of the Company, about 12 chains south of the centre of the bridge carrying the said main line over Brick Kiln-lane, and terminating by a junction with the main line of the Company at or near a point opposite the signal box near the north end of Grantham station.

**Widenings at Nottingham.**—The widening of the Company's railway, on the south side thereof, wholly in the parish of Sneinton, in the county of the town of Nottingham, commencing by a junction with the said railway at a point thereon about 326 yards, measured in an easterly direction, from the centre of the bridge carrying the said line over the Midland Railway, and terminating by a junction with the Company's railway at a point thereon about 406 yards, measured in a westerly direction, from the centre of the said bridge. The widening of the Company's railway, on the north side thereof, wholly in the said parish of Sneinton, commencing by a junction with that railway at a point thereon about 402 yards, measured in an easterly direction, from the centre of the said bridge, and terminating by a junction with the Nottingham Branch of the London and North Western Railway, authorised by "The London and North Western Railway Act, 1884," at a point about 89 yards west of the commencement of that branch.

**Widening between Lofthouse North Junction and Lingwell Gate-lane.**—The widening of a portion of the Company's railway on both sides thereof, in the parishes of Wakefield and East Ardsley, in the said West Riding, commencing in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, by a junction with the said railway at or near the signal box at Lofthouse North Junction, and terminating in the township and parish of East Ardsley by a junction with the Company's railway at a point about 100 yards west of the north-west end of the bridge carrying that railway over Lingwell Gate-lane.

5. To enable the Company to construct the following works and exercise the following powers, that is to say:—

**Stopping up road at Finsbury Park.**—To stop up in the parish of Saint Mary, Hornsey, in the county of Middlesex, so much of Lothair-road as lies to the west of a straight line

drawn from the south-western corner of Wightman-road to the north-western corner of Alroy-road.

**Stopping up road at Boston.**—To authorise the Company, in the parish of Boston, in the parts of Holland, in Lincolnshire, to stop up and discontinue as a public highway, and to extinguish all rights of way in and over, and to appropriate the site and soil of the road known as "The Rope Walk," and the road leading thereto from West-street.

**Diversion of road and abolition of level crossing at East Markham.**—A diversion in the parish of East Markham, in the county of Nottingham, of the public road leading from East Markham to Lincoln, commencing in the said road at a point about 135 yards west of the level crossing of the main line of the Company by the said public road, and terminating in the same road about 395 yards east of the said level crossing, and the Bill will abolish the said level crossing.

**New footpath and stopping up of footpath at Stafford.**—A new footpath wholly in the parish of Castlechurch, in the county of Stafford, commencing at a point in Blackberry-lane about 37 yards east of the east corner of the house situate at the north-west end of that lane and called "The Cottage," and terminating on the right bank of the River Sow, about 147 yards west of the Stafford and Uttoxeter line of the Company, measured along the bank of the River Sow, and the Bill will authorise the stopping up of an alleged footpath on the west bank of the River Sow between Broadeye Bridge and the bridge carrying the said Stafford and Uttoxeter line of the Company over the River Sow, and the abolition of the level crossing of the said line of railway by the said footpath.

**New footpath and stopping up of footpaths at Wortley.**—A new footpath wholly in the said township of Wortley, commencing in the Whitehall-road on the north-west side of the bridge carrying the Company's railway over that road, and terminating at the west end of the bridge carrying the existing footpath over the said railway, and to stop up and extinguish all rights of way over so much of the existing footpath as lies between the termination of the proposed new footpath and Whitehall-road, and over the existing footpath between the last-mentioned footpath and Copley Hill.

**Diversion of Merrydale-road.**—A diversion wholly in the said township of North Bierley of the road called Merrydale-road for a length of about 220 yards, commencing at a point on that road about 100 yards north-east of the engine-house of the Bierley Iron Works, in the occupation of the Low Moor Iron Company, and terminating at a point on the said Merrydale-road about 320 yards north-east of the said engine-house.

6. The Bill will or may vest in the Company the site and soil of and extinguish all rights of way over so much of any streets, roads and footways as may be permanently stopped up or diverted under the powers of the Bill, or as may be rendered unnecessary by reason of such diversion, 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, and which shall be so taken, and whensoever the Company shall have acquired under the powers of the intended Act any lands or houses on both

sides of any street, road, or footway, the Bill will or may empower the Company to stop up and appropriate the site and soil of so much of those streets, roads, and footways respectively as is included between the fences or bounded by the existing property of the Company, or property to be acquired by them under the powers of the Bill, and all rights of way in or over the same shall be thenceforth extinguished.

7. The Bill will or may provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to the repair and maintenance of the road or footpath for which it is substituted, and will empower the Company on the one hand, and any Local Authority and any Company, and the owners, lessees, and occupiers of any lands taken under or affected by the Bill on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, the construction 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 will enable any such authority to provide the necessary funds for the purpose by borrowing and the levying of rates, and the Bill will or may confirm any agreement which may have already been or which may at any time hereafter be entered into between such authority, Company, or person for or in relation to the matters aforesaid.

8. To enable the Company to acquire by compulsion or agreement lands (in which term houses, buildings, and hereditaments are in this Notice included) for all or any of the purposes of the Bill, and, in addition thereto, so to acquire and to hold the lands hereinafter described, or some of them, and to retain and hold such of those lands as they may have already acquired, that is to say:—

**Finsbury Park.**—Certain lands in the parish of St. Mary, Hornsey, in the said county of Middlesex, lying between the Great Northern Railway and Endymion-road, and extending from the bridge carrying that road over the said Great Northern Railway to a point near the western end of Endymion-terrace.

**Southgate.**—Certain lands in the parish of Tottenham, in the said county of Middlesex, being a strip of land adjoining the north-east side of the Company's railway and lying between the south end of the gas works, near the New Southgate station of the Company and a point in the Company's boundary fence about 185 yards from the north face of the Tottenham tunnel of the Company.

**Potter's Bar.**—Certain lands in the parish of South Mimms, in the said county of Middlesex, adjoining the Potter's Bar station of the Company on both sides thereof, and extending northwards from the public road known as Baker-street, at the south end of the said Potter's Bar station to a point on the Great Northern Railway, about 300 yards north of the north end of the down platform of the said station.

A triangular piece of land in the said parish of South Mimms, adjoining the east side of the Great Northern Railway, and extending southwards from the said public road known as Baker-street for a distance of about 190 yards.

**Offord.**—Certain lands in the parish of Offord Cluny, in the county of Huntingdon, adjoining the Offord station of the Company, on the west side thereof.

**Grantham.**—Certain lands in the said parish of Spittlegate, adjoining the west side of the Grantham station of the Company, and

bounded on the south by Brick Kiln-lane, and on the north by the grounds of Grantham Union, and extending about 14 chains westward from the western boundary of the Company's property.

**Colwick.**—A strip of land about 22 yards wide, in the parish of Colwick, in the county of Nottingham, adjoining the south-western side of the Company's railway, and extending from a point about 20 chains south-east of the signal box at Colwick East Junction to a point about 11 chains north-west of the same signal box.

Certain lands in the township of Carlton, in the parish of Gedling, in the said county of Nottingham, lying between the Great Northern Railway and Stoke Dyke, and bounded on the south-east by the fence along which the boundary between the parishes of Radcliffe-on-Trent and Gedling runs, and on the north-west by the occupation road at the south end of the Company's sorting sidings at Colwick.

A certain piece of land in the said parish of Radcliffe-on-Trent, about 130 yards wide, adjoining the north-east side of the Great Northern Railway, and lying between the River Trent and the fence along which the boundary between the parishes of Radcliffe-on-Trent and Colwick runs.

**Barkstone.**—A triangular piece of land in the parish of Barkstone, in the county of Lincoln, parts of Kesteven, bounded on the west by the Barkstone station of the Company, and on the north-east by the public road leading from Barkstone to Marston.

**Boston.**—Certain lands in the said parish of Boston, lying on the west side of the Company's railway, bounded on the north-west, south-east, and north-east by lands of the Company, and on the south-west by a field belonging or reputed to belong to Holliday William Hartley. The said lands consist of the road known as the Rope-walk, and the cottages adjoining the north-west side thereof, together with the road leading from West-street thereto.

9. To extend the time limited by the Great Northern Railway Act, 1883, for the construction of the railway and works therein described as Railway No. 2, and so much of Railway No. 1 also therein described as is not proposed to be abandoned as aforesaid.

10. To authorise the Great Northern Railway Company and the Midland Railway Company and the Eastern and Midlands Railway Company or either or any of the said Companies to acquire by compulsion or agreement.

**Holbeach.**—Certain lands in the parish of Holbeach, in the parts of Holland, in Lincolnshire, adjoining the Holbeach station and lying between the north side thereof and the public road.

Also a strip of land in the same parish, about 2 chains in width, adjoining the said station, and extending about 360 yards west from "The Fen Road."

Halifax High Level and North and South Junction Railway.

11. To authorise the Halifax High Level and North and South Junction Railway Company (hereinafter called the Halifax Company) to abandon the construction of Railway No. 1 and Railway No. 3, and the portion of Railway No. 4, situate between the north side of Parkinson-lane and the termination of the said Railway No. 4, which several railways were authorised by the Halifax High Level and North and South Junction Railway Act, 1884.

12. To authorise the Halifax Company wholly in the township and parish of Halifax to deviate a portion of their said authorised Railway No. 4, such deviation to commence at a point about 20 yards south of the point where the centre line of that railway is shown on the plans thereof deposited with the Clerk of the Peace for the said West Riding as crossing the south side of Hanson-lane, and to terminate at the north side of Parkinson-lane at a point about 67 yards west of the west side of Queen's-road, and to constitute the said deviated portion for all purposes part of the said authorised Railway No. 4.

13. To authorise the Halifax Company to purchase, compulsorily or by agreement, certain lands in the township and parish of Halifax, adjoining the north side of Pellon-lane, and extending along that lane for a distance of about 308 yards east of the west side of the farm-house known as "Asps," and bounded on the north and west by the Birks Hall Estate.

14. To authorise the payment or transfer to the Halifax Company, or as they may direct, of the sums of money paid or transferred into the Chancery Division of the High Court of Justice in respect of the said Railway No. 1 and Railway No. 3, and portion of Railway No. 4, so as aforesaid authorised to be constructed by the Halifax Company, and now proposed to be abandoned.

15. To authorise the Company on the one hand, and the Louth and East Coast Railway Company on the other hand, to enter into further and extended working and traffic agreements.

16. To enable the Company to lend to the Mayor, Aldermen and Burgesses of the borough of Boston (hereinafter referred to as "the Corporation"), any sum or sums not exceeding in the whole the sum of 12,500*l.* upon the security of the Harbour Revenue, Borough Fund, and Borough Rate of the borough of Boston, and other rates, funds and revenues of the Corporation, or some of them, or upon mortgage of any part of the real estate of the Corporation, for the purpose of constructing warehouses, granaries and other works in connection with the docks of the Corporation, and to authorise the Corporation to borrow the said sum on such security, and to make provision for the repayment thereof.

17. To enable the Corporation to sell or lease, and the Company to purchase or take on lease, the said warehouses, granaries and other works, or any of them, for such consideration and upon such terms and conditions as may have been or may be agreed on between them, or as may be defined by the Bill or prescribed by Parliament, and to enable the Corporation and the Company to enter into and fulfil contracts and agreements for and in relation to any of the purposes in this and the next preceding paragraph mentioned, and to confirm any agreement which may have been, or which, during the progress of the Bill, may be entered into between the Corporation and the Company touching the said purposes, or any of them.

18. To vest in the Company and the said Halifax Company, for the purposes of the Bill, the usual powers granted to railway companies for the construction and maintenance of railways, so far as they relate to those two Companies respectively, and especially the powers granted by the sixteenth section of "The Railways Clauses Consolidation Act, 1845," and to enable the said two Companies respectively to deviate from the lines of the railways and other works, hereinbefore mentioned, to any extent within the

limits of deviation to be shown on the plans to be deposited as hereinafter mentioned or defined by the Bill, or prescribed by Parliament, and to enable the said two Companies respectively to purchase lands, houses and other property, compulsorily or by agreement, for the purpose of the said railways and other works, and to levy tolls, rates and charges in respect of the intended railways and works, and to exercise other rights and privileges.

19. To enable the said two Companies respectively 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 ninety-second section of "The Lands Clauses Consolidation Act, 1845."

20. 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 them, and to sell or let such dwellings.

21. To enable the Company, with respect to lands acquired by them alone, and the Company and any other Company with whom they jointly hold any lands under the powers of any Act relating to the Undertaking of the Company, or of such other company or companies but not yet used or applied by them, to retain and hold such of those respective lands as are not yet used or applied by them respectively, for a term or terms to be prescribed by the Bill; and to enable the Company, or the Company and such other company or companies, to demise any of the said lands for building or other purposes, notwithstanding anything contained in the one hundred and twenty-seventh and subsequent sections of "The Lands Clauses Consolidation Act, 1845."

22. To authorise the consolidation of all or some of the preference or guaranteed stocks or shares of the Company (including any share or stock which may be issued as preference or guaranteed stock under the powers of the intended Act) into a smaller number of stocks, or into one stock, by such means, and subject to such conditions and restrictions as the Bill shall prescribe or Parliament determine, and for that purpose to extinguish all or any of the said stocks, and to create other stocks in lieu thereof, and to make payments to holders of stocks in order to equalise their interests.

23. The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of 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 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.

24. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863 and 1869;" "The Lands Clauses Acts, 1845, 1860 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863," and "The Harbours, Docks and Piers Clauses Act, 1847;" and it will or may enlarge or amend the powers and provisions of all or any of the private or

special Acts hereinbefore referred to, and also of "The Great Northern Railway Act, 1846;" and of any other Act or Acts relating directly or indirectly to the Company or their Undertaking. "The Louth and East Coast Railway Act, 1872," and any other Acts relating directly or indirectly to the Louth and East Coast Railway, 7 and 8 Vict., cap. 18, and any other Act or Acts relating directly or indirectly to the Midland Railway Company, "The Eastern and Midland (Amalgamation) Act, 1882," and any other Act or Acts relating directly or indirectly to the Eastern and Midlands Railway Company; "The Halifax High Level and North and South Junction Railway Act, 1884," and any other Act or Acts relating directly or indirectly to the Halifax High Level and North and South Junction Railway Company, and "The Boston Dock Act, 1881," and any other Act relating directly or indirectly to the Corporation.

Duplicate plans and sections, describing the lines, situation and levels of the proposed railways and other works, and the lands 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 and other property, and 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 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 Derby, at Derby; the West Riding of the county of York, at Wakefield; the county of Middlesex, at Clerkenwell; the county of Bedford, at Bedford; the parts of Kesteven, in Lincolnshire, at Stamford; the county of Nottingham, at Newark; the county of Stafford, at Stafford; the county of Huntingdon, at Huntingdon; the parts of Holland, in Lincolnshire, at Boston; and on or before the same day, a copy of so much of the said plans, sections and book of reference as relate to each parish, in or through which the intended railways and works will be made, or in which any lands or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at the respective places of abode of such parish clerks, excepting that with respect to the lands to be taken in the Parish of Saint Mary, Islington, the deposit will be made with the vestry clerk of that parish at the vestry hall.

Printed copies of the proposed 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, 1886.

*Nelson, Barr, and Nelson*, 29, Abingdon-street, Westminster, S.W.; and 4, South Parade, Leeds, Solicitors to the Company.

*Dyson and Co.*, 23, and 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1887.

Plymouth and Dartmoor Railway.

(New Railway to Brixton; Provisions as to Gauge of Railway; Compulsory Purchase of Lands; Working and other Arrangements with the London and South Western Railway Company; Additional and Separate Shares and Loan Capital; Payment of Interest out of Capital; Provisions for Release of Money Deposit for Company's Act of 1882; Power to apply Unexpended Capital to any portion of Authorised Undertakings; Change of Name; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Plymouth and Dartmoor Railway Company (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 authorise the Company to make and maintain the railway and works hereinafter described, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A Railway commencing in the parish of Plymstock, in the county of Devon, by a junction with the Railway No. 1 authorised by the Plymouth and Dartmoor Railway Act, 1883, at a point on the centre line of the said authorised Railway No. 1 in the field numbered 40 in the said parish of Plymstock on the plans of that railway deposited in November, 1882, with the Clerk of the Peace for the county of Devon, which point is 4 furlongs and 4½ chains from the commencement of the said authorised Railway No. 1, and terminating in the parish of Brixton, in the said county of Devon, at a point in or near the centre of the field numbered 183 on the Tithe Commutation Map of the said parish, which said intended Railway will pass through, from, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Plymstock, Plympton Saint Mary, Plympton Earle, Plympton Saint Maurice, Plympton Maurice, Yealmpton, and Brixton, all in the county of Devon.

All necessary and proper stations, sidings, junctions, and other works and conveniences in connection with the said intended railway.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands and property required for the purposes of the intended railway and works, and to levy tolls, rates, dues, and other charges for the use of the intended railway and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharves, landing-places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

4. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill; whether beyond the limits allowed by the

Railways Clauses Consolidation Act, 1845, or otherwise.

5. To authorise the Company to make and maintain the intended railway on the gauge of four feet eight inches and half an inch.

6. To enable the Company and the London and South Western Railway Company to enter into and carry into effect and rescind agreements and arrangements for or with respect to the working, use, management, maintenance, and construction of the intended railway and works, or any part thereof, and with respect to the supply of rolling or working stock, plant and machinery, and the appointment and removal of officers and servants for the conduct and convenience of traffic on the intended railway, and with respect to the payments to be made and the conditions to be performed in reference to such working, use, management, construction and maintenance, and with respect to the interchange, collection, accommodation, conveyance, transmission, and delivery of traffic upon, coming from, or destined for the respective railways 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 fixing collection, payment, division and appropriation, apportionment and distribution of the receipts arising from such traffic, or other the profits of the respective undertakings, and the payment of any fixed or contingent rent, and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect every and any such agreements as aforesaid, and to confirm and to give effect to any agreement which has been or may be entered into between the Company and the London and South Western Railway Company in reference to the matters aforesaid or any of them.

7. To constitute the intended railway and works, and any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof respectively, and either wholly or partially a separate undertaking, distinct from the other undertakings of the Company.

8. To authorise the Company for the purposes of the Bill to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of the general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railway and works, or any of them, or any part or parts thereof respectively, and to make provision with respect to the holding of separate meetings of the shareholders, in the separate capitals, and to define, restrict and regulate the rights and powers of shareholders, mortgagees and others, in reference to the intended railway and works, with such other regulations and limitations as may be prescribed by the Bill.

9. The Bill will authorise the Company to apply to all or any of the purposes of the Bill any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

10. To empower the Company, notwithstanding any provisions contained in the Companies Clauses Consolidation Acts, or otherwise, to pay interest out of the moneys raised by the Company under the provisions of the Bill upon the share capital issued.

11. To alter the name of the Company to such name as Parliament may determine.

12. To authorise and provide for the release, payment, and transfer of the money deposited in respect of the Plymouth and Dartmoor Railway Act, 1882, and mentioned in Section 17 of that Act, and the stocks, funds, and securities in which the same may have been invested, and the interest and dividends thereon, and to make all provisions necessary for such purpose or incidental thereto, or otherwise deal with such fund.

13. To incorporate with the Bill the provisions, or some of the provisions, of all or some of the following Acts, viz.:—The Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869; the Lands Clauses (Umpires) Act, 1883; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and the Harbours, Docks and Piers Clauses Act, 1847, with such variations, modifications, and exceptions as may be contained in the Bill.

14. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from payment of rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

15. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the local and personal Acts of Parliament following, or some of them (that is to say):—28 and 29 Vict., cap. 131; 38 and 39 Vict., cap. 154; 45 and 46 Vict., cap. 187; and all other Acts relating to or affecting the Company; 4 and 5 Wm. IV., cap. 88; 18 and 19 Vict., cap. 188; 45 and 46 Vict., cap. 211; and all other Acts relating to or affecting the London and South Western Railway Company; 46 and 47 Vict. cap. 230, and all other Acts relating to or affected by the objects of the Bill, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railway and works, together with books of reference to such plans, an ordinance map with the lines of the intended railway delineated thereon, 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, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections and books of reference respectively as relates to each parish or extra-parochial place, in or through which the intended railway and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence; and

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, 1886.

*John Shelly*, Plymouth.

*S. Cater*, Plymouth.

*Verning and Goldsmith*, Devonport.

*Batten, Proffitt, and Scott*, 32, Great George-street, Westminster.

In Parliament.—Session 1887.

Hull, Barnsley, and West Riding Junction Railway and Dock Company.

(Extension of Time for the Purchase of Land for and Completion of certain Railways and Works authorized by Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882; Abandonment of other Works authorized by the same Act; Repayment of Deposit in respect of such abandoned works and other authorized Railways; New Railways at Hull, and to join Hull and Selby Railway and to South Kirkby Colliery; Purchase of Lands by Compulsion; Exemption from 92nd section of Lands Clauses Consolidation Act, 1845; Tolls, &c.; Power to hold Lands acquired under other Acts for the Purposes of Works authorized by Act of 1880 or other Purposes; Power to Subscribe towards Construction of Branch Lines; Application of Funds; Reduction of Capital; Constitution of certain Lines authorised by the Company's Act of 1882 a Separate Undertaking; Provisions for Transfer of certain Railways and Works authorized by said Act of 1882 to other Companies; Working Agreements with Running Powers over and other Provisions affecting other Railway Companies and the Dock Company at Kingston-upon-Hull; 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 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:—

To extend the times respectively limited for the compulsory purchase of land for and for the completion of the following works authorized by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (hereinafter called "the Act of 1882"), as amended by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1885, *vide* licet:

The whole of the railways Nos. 1A and 1C, and so much of Railway No. 1 as will lie to the eastward of the junction therewith of Railway No. 1C (which railways and portion of railway are hereinafter referred to as "the Huddersfield lines").

The whole of the Railway No. 5, and The new docks and works at Hull, being Works A, B, C, D, and E, authorized by and described in Part III. of section 4 of the Act of 1882.

To authorize the Company to abandon and relinquish the construction of the portion of Railway No. 1, authorized by the Act of 1882, to the westward of the junction therewith of Railway No. 1C authorized by the Act of 1882, and the whole of Railway No. 2 authorized by the Act of 1882, and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to declare null and void all contracts, agreements, and arrangements with reference thereto, and to provide for the payment out of Court of the Stocks or moneys deposited in the Chancery Division of the High Court of Justice in England as security for the completion of the said railway, and portion of railway, with the interest and dividends thereon to the depositors referred to in sections 48 and 49 of the Act of 1882, or some of them, or to the Company, or to such other person or person, Corporation or Company as the Bill may nominate in that behalf.

To authorize and provide for the repayment of the money deposited with the Chancery Division of the High Court of Justice in England as security for the completion of the Railways Nos. 5A and 5B, authorized by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, being part of the railway deposit fund referred to in sections 94 and 95 of that Act, with the interest and dividends thereon to the depositors referred to in the said sections, or some of them, or to the Company, or to such other company, body, or persons, as the Bill may nominate in that behalf, and to confer upon the Commissioners of Her Majesty's Treasury all such powers as may be necessary for the purpose of such repayment.

To authorize the Company to make and maintain the railways 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) situate wholly in the parish of Drypool, in the town and county of the town of Kingston-upon-Hull, commencing in the township of Southcoates, by a junction with lines already laid on the dock quays of the Company, at a point 380 yards southwards of the Hedon-road or thereabouts, and 310 yards westwards of the western side of the Company's Alexandra Dock or thereabouts, and passing thence from, through, or into the townships, parishes, or places of Southcoates and Drypool, and terminating in the township of Drypool by a junction with lines on the land of the Dock Company at Kingston-upon-Hull, hereinafter called "the said Dock Company," on the north side of their No. 1 Timber Pond at a point 105 yards westwards from the eastern side of the said Timber Pond or thereabouts.
- (2) A railway (No. 1A) situate wholly in the town and county of the town of Kingston-upon-Hull, commencing in the township of Southcoates, in the parish of Drypool, by a junction with a line on the land of the said Dock Company on the north side of their No. 2 Timber Pond Extension at a point 140 yards eastwards from the western side of the said Timber Pond or thereabouts, passing through the townships, parishes, or places of Southcoates and Drypool, and terminating in the township of Drypool, in the parish of Drypool, by a junction with lines on the land of the said Dock Company, at or near the north-east corner of the said Dock Company's Victoria Dock.
- (3) A railway (No. 1B), situate wholly in the township and parish of Drypool, in the town and county of the town of Kingston-upon-Hull, commencing by a junction with the intended Railway No. 1A, at a point 120 yards or thereabouts from the commencement of the said Railway No. 1A, and terminating by a junction with lines laid on the land of the said Dock Company on the eastern side of the said Dock Company's Victoria Dock, at a point 70 yards or thereabouts eastwards of the north-eastern corner of the said Victoria Dock.
- (4) A railway (No. 2) situate wholly in the parish of Newington, in the town and county of the town of Kingston-upon-Hull, commencing by a junction with the

Railway No. 7, authorized by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880 (in this Notice called "the Act of 1880"), at a point 90 yards or thereabouts, measured along the course of the said railway southwards of the south abutment of the bridge carrying the said railway over the Hesse-road, and terminating by a junction with lines laid on the land of the said Dock Company at or near the north-eastern corner of the said Dock Company's St. Andrew's Dock.

(5) A railway (No. 2A) situate wholly in the town and county of the town of Kingston-upon-Hull, commencing in the parish of Newington by a junction with the said intended Railway No. 2, at a point 90 yards or thereabouts westward from the eastern side of the said Dock Company's St. Andrew's Dock, and terminating in the parish of Holy Trinity by a junction with lines laid on the land of the said Dock Company, northwards of their No. 29 warehouse, at or near the north-west corner of such warehouse, which said intended railway will pass from, in, through, or into, or be situated within the parishes or places of Newington and Holy Trinity.

(6) A Railway (No. 3) situate wholly in the East Riding of the county of York, and commencing in the township of Sandholme, in the parish of Easttrington by a junction with the Railway No. 3, authorized by the Act of 1880, at a point 50 yards or thereabouts westward of the west side of the bridge carrying such railway over Thimble-hall-lane, on the west side of the Newport Station of the said railway, and passing from, through, or into the townships and parishes following, viz.: Gilberdyke, Sandholme, Easttrington, Blacktoft, and Scalby, or some or one of them, and terminating in the township of Scalby, in the parish of Blacktoft by a junction with the Hull and Selby Railway, of the North-Eastern Railway Company, at a point 100 yards or thereabouts measured in an easterly direction, along the course of that railway from the point where it crosses the Bishops' Soil Drain or Far Drain.

(7) A railway (No. 4) situate wholly in the township of South Kirkby in the parish of South Kirkby, in the West Riding of the county of York, commencing by a junction with the Railway No. 1, authorized by the Act of 1880, at or near the eastern side of the bridge carrying Hagne-lane over the said railway and terminating by a junction with the sidings of the South Kirkby Colliery Company at a point opposite or thereabouts to the working shaft of the said Colliery.

To authorize 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 authorized by or determined under the powers of the Bill, and in either case, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, footpaths, pipes, sewers, reservoirs, streams, bridges, railways, tramways, gas, water, and other pipes,

and telegraphic and electric and telephonic apparatus within the parishes, townships, extra parochial and other places aforesaid, or any of them, as 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.

To authorize the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments for the purposes of the intended Railways and Works, and of the Bill and easements or rights in, or over, or affecting lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditament so purchased or taken, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

To empower the Company to hold and use for the purpose of the works authorized by the Act of 1880 or the general purposes of their undertaking, any lands which they are authorized to acquire by the Act of 1882 and have acquired or may acquire for the purposes or under the powers of the last-mentioned Act.

To empower the Company to subscribe towards the cost of construction of any branch line which may be intended to form a junction with their railway, and to apply their corporate funds for that purpose.

To authorize the Company for the purposes of the proposed railways to apply any of their funds or any of the capital which they are now authorized to raise by shares, stock, debenture stock, or borrowing.

To constitute or empower the Company to constitute the Huddersfield lines, or some of them, or some part or parts thereof, a separate undertaking of the Company, with separate and distinct capital, proprietary, and borrowing powers, and to allocate to such separate undertaking such portion of the capital authorized to be raised by the Act of 1882, as may be deemed expedient, and to prescribe, define, and regulate the respective rights of Share, Stock, or Debenture holders in such separate undertaking inter se, and with respect to any other Share, Stock, or Debenture holders of the Company, or any class or classes thereof respectively, and to define and declare the proportions in which the gross and net receipts upon the Company's undertaking, or any part or parts thereof, and the working and other expenses of the Company shall be divided between and borne by the several undertakings of the Company, and, if thought fit, to reduce the capital of the Company, which, by the said Act of 1882, they are authorized to raise.

To authorize and empower the Company on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the London and North-Western Railway Company, and the Lancashire and Yorkshire Railway Company, and any company which may be incorporated during the present session of Parliament (hereinafter referred to as the five companies), or any one,



two, or more of such Companies, either alone or in conjunction with the North-Eastern Railway Company and the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the said two other Companies), or either of them, on the other hand, to enter into and carry into effect agreements, contracts, or arrangements for or with respect to the transfer to and vesting in the five companies, or any one, two, or more of them either alone or in conjunction with the said two other Companies or either of them, of all or some of the rights, powers, and privileges as proposed to be extended by the Bill of the Company in connection with the Huddersfield Lines, including the power of taking lands and other property, and of demanding and recovering tolls, rates, and charges and of raising money by shares, stock, or borrowing conferred upon the Company by the Act of 1882, and all or any other rights, powers, interests, agreements, and benefits of agreements of the Company in connection with the Huddersfield Lines, and to confirm and give effect to any agreement or agreements which may be entered into in that behalf, and to enable any Company or Companies with whom such agreement may be entered into to exercise all or some of such powers, rights, and privileges and to confer upon them all other powers necessary for the purpose of giving effect to such agreement, including the power of raising money by shares or stock, ordinary or preference, or both, and by borrowing and by debenture stock.

To provide, in the event of any such agreement being entered into for the transfer and release of the sum of money deposited with the Chancery Division of the High Court of Justice in England, as security for the completion of the Huddersfield lines, being a portion of the Railway Deposit Fund referred to in sections 48 and 49 of the Act of 1882 (whether with or without the interest and dividends thereon), to the depositor or depositors thereof or to the Company, or to such other Company, body, or persons as the Bill may nominate in that behalf.

To empower the Company and any Company or persons for the time being working or using the railways 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, all railways, tramways, and lines of rail, whether belonging to the said Dock Company or to any other Company, or to any Corporation or persons adjoining or affording access to all or any of the docks, warehouses, lands, or property of the said Dock Company, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, tramways, and lines of rails, or any of them.

To empower the London and North-Western Railway 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 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.

(a) The Huddersfield lines, whether in the hands of the Company or of any other Company or Companies.

(b) The Railways of the Company between Cudworth and Hull, including the stations of the Company at Hull.

and all other 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 connected with the said portions of railway and stations, and to confer upon the Company similar powers with respect to the railways of the London and North Western Railway Company between the junction therewith at Fenay Bridge of the Railway No. 1c, authorized by the Act of 1882, and the station of the London and North Western and the Lancashire and Yorkshire Railway Companies, or one of them, at Huddersfield, including that station on the one hand and Bradley Wood Junction on the other hand, and with respect to any railway or railways of other Companies which the London and North Western Railway Company have power to run over, work, or use between Bradley Wood Junction and Halifax, and to enable the London and North Western Railway Company and the Company respectively upon and in respect of the railways and stations so to be run over and used by them respectively, to demand, take, and recover tolls, rates, and charges, and to alter and vary the tolls, rates, and charges now taken or authorized to be taken thereon respectively, and to confer, vary, and extinguish exemptions from the payments of such tolls, rates, and charges.

To empower the London and North Western Railway Company on the one hand and the Company or other the owner or owners for the time being of the Huddersfield lines on the other hand, with respect to such lines and the Company on the one hand and the five Companies or any one or more of them either alone or in conjunction with the said two other Companies or either of them on the other hand, with respect to all or any other portions of the railways of the Company 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 London and North Western Railway Company or by the five Companies or any one or more of them either alone or in conjunction with the said two other Companies or either of them, as the case may be, of the Huddersfield Lines, or all or any other portions of the Company's undertaking, as the case may be, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or any, or either of them as the case may be, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorize 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.

And the Bill will vary or extinguish all or any rights or privileges inconsistent with its objects, and will confer other rights and privileges.

And it is intended so far as may be necessary or deemed expedient, for the purposes of the Bill to repeal, amend, alter, or extend all or some of the provisions of the following local and personal Acts of Parliament, viz.: the Act of 1880, the Act of 1882, the Hull, Barnsley and West Riding Junction Railway and Dock (Various Powers) Act, 1883, the Hull, Barnsley and West Riding Junction Railway and Dock Act, 1884, the Hull, Barnsley and West Riding Junction Railway and Dock (Money) Act, 1884, the Hull, Barnsley and West Riding Junction Railway and Dock Act, 1885, and the Hull, Barnsley and West Junction Railway and Dock Act, 1886, and any other Act or Acts relating to the Company or their undertaking, 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company, 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company, 3 and 4 Will. IV., cap. 36, 9 and 10 Vic., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company, 17 and 18 Vic., caps. 164 and 211, and any other Act or Acts relating to the North-Eastern Railway Company, 9 and 10 Vic., cap. 268 and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company, 6 and 7 Will. IV., cap. 111, 10, and 11 Vic., caps. 163 and 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company, 14 Geo. III., cap. 56, 7 and 8 Vic., cap. 103, 24 and 25 Vic., cap. 79, and any other Act or Acts relating to the Dock Company at Kingston-upon-Hull.

Plans and sections of the railways proposed to be authorized by the Bill, the plans showing also the lands, in or through which the said railways will be made, or which may be taken 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 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 town and county of the town of Kingston-upon-Hull, at his office at Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, 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 parish or extra parochial place in or through which the said works or any part thereof are or is intended to be made or will be situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra parochial place with the parish clerk of the parish immediately adjoining thereto 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 18th day of November, 1886.

*Moss, Lowe and Co., Hull, Solicitors for the Bill.*

*Bees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1887.

Wolverhampton Corporation.

(Vesting Management and Control of Wolverhampton Free Library, Gallery of Art and School of Art, and Appointment of and Powers to Special Committee; Increase of Library Rate; Further Powers as to Streets and Buildings and the removal of Offensive Matter and the Sewering and Draining of the Borough, Parks, Markets and Slaughter-houses, Tolls and Dues, Baths, Police and Sanitary Regulations, Street Betting and Obstructions, Traffic, Signboards, Bicycles, Dangerous Amusements, Street Advertisements, Shoeblocks, Town Crier, Employment of Children, Coal Dealers, Seizure of Unwholesome Food, Hackney and other Public Carriages and Licences, Prevention of Infectious and other Diseases, Overhead and other Wires, Extension of limits of Water Supply; Formation and Application of Reserve Fund and Application of Water Revenue; Borrowing of Money and Investment of Sinking Fund; Collection of Rates by Corporation or by Overseers; Audit of Accounts; Salary of Borough Coroner; Prosecution of Offenders and Recovery of Penalties; Bye-laws; Amendment of Wolverhampton Corporation Act, 1869; Repeal, Amendment and Incorporation of Acts.)

**N**OTICE is hereby given that the mayor, aldermen, and burgesses of the borough of Wolverhampton, in the county of Stafford (hereinafter called the Corporation and borough respectively), intend to apply to Parliament in the next Session for leave to bring in a Bill for an Act for the follow, or some of the following, amongst other purposes, that is to say:—

To provide for the vesting, control, management, maintenance and regulation of the Free Library, the Gallery of Art and the School of Art within the borough, and the lands, buildings, and property appropriated and used for or in connection therewith.

To constitute a special Committee for the control, management, and regulation of the Gallery of Art and School of Art; to regulate the proceedings of such Committee, and to empower them to fit up and furnish buildings under their control; to provide objects of art, and science; to provide for delivery of lectures; to accept endowments and to found scholarships; to appoint, pay, and remove officers and servants; to make rules and regulations; to fix fees and charges, and to do all other acts necessary or proper for maintaining an efficient Gallery of Art and School of Art; and to provide for the expenses incurred by the Committee, and to authorize the Corporation to make up any deficiency out of the rate applicable to the execution of the Acts relating to public libraries, and to increase or remove the limit prescribed by those Acts, and to make other provision for providing funds for the purposes in this respect of the intended Act, and to legalize all payments heretofore made for the purposes of the Free Library, the Gallery of Art, and School of Art, and to provide for the keeping and auditing of the accounts relating to the matters aforesaid.

To empower the Corporation or any committee to make a charge for admission to the library and gallery on the occasion of lectures and special exhibitions, and on such other days and occasions as the Corporation or committee may determine.

To authorize the Corporation to receive gifts, donations, and subscriptions, and to raise funds

for the purposes of the Free Library Gallery and School of Art.

To confer further powers on the Corporation with reference to streets and buildings within the borough, and to repeal, alter, or amend some of the provisions relating to those matters of the Wolverhampton Improvement Act, 1869 (in this notice referred to as the Act of 1869). Amongst the matters and things proposed to be dealt with by the intended Act are the following, that is to say: The formation of new streets, crossings for horses or vehicles over footpaths, the setting up of refuges in streets, regulation or prohibition of coal shoots, the levelling, paving, metalling, flagging, channelling, and making good of new streets and courts and common back yards, definition of new streets, definition of paving, metalling, and flagging, and definition of buildings and new buildings, and ashpits as severally used in the Act of 1869, the Public Health Act, 1875, and the intended Act, the making of bye-laws under sec. 157 of the last-mentioned Act, unrestricted by any of the provisions of the Act of 1869, extension of time for the granting of the Corporation's approval of plans and limiting the period during which such approval operates, preventing the erection of buildings on ground filled up with offensive matter, removal of wooden buildings, special provision in regard to temporary buildings, the providing of proper water closet and privy accommodation in workshops, manufactories, schools and buildings, the supply of water in connection therewith and the erection and maintenance of public water closets, urinals, and lavatories, regulating the removal of objectionable liquid refuse through streets, preventing the sweeping of ashes, rubbish, and filth into any street or gutter, regulating the cleansing, emptying, and disinfecting of privies and ashpits, regulating the time for the removal through streets of fecal or offensive matter, ensuring the safety of scaffolding, prohibiting the habitation of new buildings until certified by the Corporation or their officers, the inspection of buildings in course of construction, ingress and egress in regard to public buildings, dangerous balconies and projections, regulations as to stands and platforms, execution by Corporation of works in default of persons liable, and for removal of works prohibited or disapproved, abatement of nuisances with power to prescribe works and acts to be done and materials used in relation thereto, acceptance and maintenance of statues, monuments, drinking and other fountains.

To make better provision in regard to the sewerage and drainage of the borough and the purification, utilisation, and otherwise dealing with the sewage of the borough, and in many respects to repeal, alter, and amend the provisions relating thereto of the Act of 1869, and particularly to enforce the construction and use of intercepting tanks in regard to refuse from manufactories and works destructive of or injurious to vegetation or to the sewers of the Corporation, or to purification or utilization of the sewage, and for the treatment of the refuse so as to deprive it of its injurious qualities. To empower the Corporation to take patent rights in relation to the utilization, treatment, dealing with, and disposing of sewage, excreta, and refuse, and to erect and provide buildings and apparatus for the treatment of sewage, excreta, and refuse. To empower the Corporation to discharge storm and effluent water from their sewers and water-courses into any streams

within the borough or within the county of Stafford.

To make better provision in regard to parks and recreation grounds for the time being belonging to or held by the Corporation, and particularly to enable them to set apart portions for games or drilling purposes, and to provide and let apparatus for games, to enable them to close any park, or part of a park, for a limited number of days, with power to take money for admission on special occasions, to pay or contribute towards the payment of a public band of music, and to license and regulate the boating, fishing, and skating in any lake in any park.

To make better provision with regard to the markets and slaughterhouses within the borough, to empower the Corporation to take possession of stalls, booths, stands, and property in any market or slaughterhouse in case of non-payment of rent, to enable them to revoke slaughterhouse licences in the case of certain convictions, to require notice to be given in case of change of occupation of slaughterhouse, to provide for the granting of licences, subject to such conditions as the Corporation might impose. To make special provision in regard to the payment of tolls or dues on the sale of marketable articles and things by sample, and for preventing the sale of marketable articles and things in or near railway stations or yards.

To extend sections 5 and 8 of the Baths and Washhouses Act, 1878, relating to closing of swimming baths for a limited period, and the establishment of gymnasiums to any baths belonging to the Corporation, and to empower the Corporation to close the swimming bath on occasion of swimming matches and other water feasts, and to enable them to take money for the entrance to or to let out the baths on such occasions.

To enlarge the powers of the Corporation in regard to police and sanitary matters, and particularly to make provision in regard to the following matters and things: for prohibiting persons assembling in the street for betting purposes, for preventing the obstruction of footways, for preventing the erection of signboards, emblems, or other projections, regulation of bicycles, tricycles, and other like machines, regulation or prohibition of dangerous apparatus, instruments, and things used in or in connection with any games or pastimes, for preventing the erection or use of shooting galleries or other similar erections or the firing of guns or pistols in or near any street, for preventing offences in waste or unfenced ground, for prevention of bawling and shouting in streets, amendment of Act of 1869 in regard to carts and carriages standing for an unnecessary length of time in any street, regulation of traffic in streets, regulations in regard to advertisements in streets, power to stop traffic on special occasions or in cases of emergency, for regulating shoeblacks, prohibition of unauthorized town crier, extension and amendment of the provisions of the Public Health Act in regard to the inspection, examination and seizure of articles and things intended for the food of man. Restricting the employment of children in certain cases, regulating or controlling coal dealers and the sale of coal. To make better provision for cleansing streets and footways and for removal of snow and refuse.

To enlarge the powers of the Corporation in regard to hackney and other public carriages, and particularly to enable the Corporation to

fix by resolution the standing and starting places of hackney carriages, omnibuses, wagonettes, brakes, and stage coaches, and to extend with or without amendment all or some of the provisions of the Act of 1869, relating to hackney carriages to omnibuses, wagonettes, brakes, stage coaches, and other vehicles and the drivers thereof, and to extend the limit prescribed by that Act, and to provide for the granting and revocation of licences, and the fees to be paid for such licences, to extend the provisions (relating to hackney carriages) of the Act of 1869 and the intended Act to all carriages standing or plying for hire at any railway station or yard, and to empower the Corporation to provide and maintain cabmen's shelters.

To make further provisions with respect to the prevention of infectious and other diseases, for the giving of notice as to infected persons, the providing of temporary or permanent hospitals or shelters for persons suffering from infectious diseases and for families turned out of infected premises, for providing nurses, the removal of infected persons to hospitals, removal and burial of dead bodies, prohibition of the use of public conveyances for the removal of infected persons or dead bodies, prohibition of the retention of diseased dead bodies, prohibition of the letting of infected premises, the furnishing of certain particulars by cowkeepers, dairymen, laundresses, and others, both within and beyond the borough, and to make better provision with regard to the sale of milk, and penalty for offences under section 84 of the Public Health Act, 1875. Also to empower the Corporation to enter premises for the purpose of cleansing and disinfecting the same, and for the destruction of infected bedding and articles, and for the removal, in certain cases, of persons suffering from infectious diseases, and for the recovery of the costs of maintenance in hospital, and in relation to the matters aforesaid, amendment and extension of sections 120, 121, 124, and 132 of the Public Health Act, 1875.

To empower the Corporation to prohibit or regulate by licence or otherwise, the placing, continuing, and maintaining of wires, conductors, cables, tubes, or other projections, works, or things over and above, along, across, or beneath streets or other public places within the borough.

To extend the limits for the supply of water by the Corporation so as to include the parishes of Shifnal, Ryton, Beckbury, and Tong, all in the county of Salop, or some part or parts thereof respectively, and to empower the Corporation to exercise therein all such rights, powers, and privileges with respect to their water undertaking, the supply of water, and the charges payable in respect thereof, as by the Act of 1869 or any other Act they have or may exercise within their existing limits.

To repeal section 187 of the Act of 1869 and to make other provisions in regard to the formation of a reserve fund, the keeping of the Corporation water accounts, and the application of their water revenue, and to empower them to retain portions of the reserve fund or revenue for the payment of current liabilities, or otherwise to apply the same as working capital, and to provide for the making up of any deficiency in the water revenue out of the improvement rate.

To authorize the Corporation to borrow money for costs of the Act, their water undertaking, or any of the purposes of the intended Act, and to charge the same on the borough fund and

rate, improvement fund and rate, on the undertaking, lands, rates, revenue, and other property of the Corporation or any of such securities, and to grant and execute mortgages thereon, and to apply to such mortgages some of the provisions of the Act of 1869, and to empower the Corporation to raise all or any of the money required for the intended Act by the creation and issue of Wolverhampton Corporation Stock, and to charge the stock so created and issued upon all or any of the securities aforesaid. To make special provision in regard to the granting of mortgages for small sums.

To amend sec. 356, subsec. 4, of the Act of 1869, and make better provision for the discharge of money borrowed under that Act, and for the investment of moneys for the time being standing to the credit of any sinking fund created by the Corporation.

To make further and better provision with reference to the levying, assessment, collection, and recovery of rates within the borough, and particularly to authorize the Corporation to assess, levy, collect, and recover the borough rate, to provide that the improvement rate may be made, assessed, and recovered by the Overseers in the same or similar manner as the borough rate, to provide for the payment of rates by owners in certain cases whether the tenements are occupied or unoccupied, to provide for the payment of rates by instalments and remission of rates in the case of poverty or sickness.

To make better provision for the audit of the accounts of the Corporation and for the payment of auditors, and for this purpose to amend section 390 of the Act of 1869, and to amend or render inapplicable all or some of the provisions of the Municipal Corporations Act, 1882, relating to auditors and the audit of accounts.

To empower the Corporation to pay the coroner of the borough a salary in lieu of fees, and to make other provision in regard to the remuneration of the present or any future coroner.

To make better provision for the prosecution of offences, the recovery and application of penalties, and for the recovery of expenses and moneys payable to the Corporation, whether under the Act of 1869, the intended Act, or any other public or local Act.

To empower the Corporation to make and enforce bye-laws in relation to all or any of the matters referred to in this notice, and to amend the provisions of the Act of 1869 in regard to the making, altering, or repealing of bye-laws under that Act, and to extend the provisions of that Act to bye-laws made under the intended Act.

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 alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts, namely, the Wolverhampton Improvement Act, 1869, the 8th and 9th Vic., cap. 135, the 13th and 14th Vic., cap. 74, the 18th and 19th Vic., cap. 151, the 19th and 20th Vic., cap. 57, the 24th and 25th Vic., cap. 152, the 30th and 31st Vic., cap. 133, the Local Government Boards Provisional Orders Confirmation (Artizans and Labourers Dwellings) Act, 1877, the Wolverhampton Corporation Loans Act, 1882, and all other Acts relating to the Borough of Wolverhampton or to the Corporation.

To incorporate and apply, with or without amendment, or render inapplicable all or some of the provisions of the following public Acts: the Waterworks Clauses Act, 1847, the 9 and 10 Victoria, cap. 74, the 10 and 11 Victoria, cap. 61, the 41 Victoria, cap. 14, the 45 and 46 Victoria, cap. 30, and other Acts relating to baths and wash-houses, the Municipal Corporations Act, 1882, the Public Health Act, 1875, the Local Loans Act, 1875, the Public Libraries (England) Acts, 1855 to 1884, 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 next.

Dated this 16th day of November, 1886.

*Horatio Brevitt*, Town Clerk, Wolverhampton.

*Sharpe, Parkers, Pritchard and Sharpe*,  
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Walton-on-Thames and Weybridge Gas.  
(Additional Capital; Extension of Limits of Supply; Repeal or Alteration of Section 6 of the Hampton Court Gas Act, 1867; Power to break up Streets and lay Mains; Purchase by Agreement of Gas Works, Lands, and Undertaking of Sunbury Gas Consumers' Company (Limited), and of Cobham Gas Light and Coke Company (Limited), and Power to maintain and use those Gas Works and Lands respectively; Power to acquire and use for Gas Works purposes additional Lands at Walton-on-Thames; Supply of Gas in bulk; Powers to supply Gas Stoves, Engines, &c., and to regulate Fittings; Adoption of Sliding Scale regulating Price of Gas, and Power to make differential Charges for Gas; Powers to build and let, &c., Dwellings for Workmen; Provisions relating to General Meetings of the Company, and other Matters; to Amend or Repeal Sections 29, 34, 37, and 38 of the Walton-on-Thames and Weybridge Gas Act, 1869; Amendment of Acts, and other Purposes.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session, by the Walton-on-Thames and Weybridge Gas Company (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To authorise the Company to raise for 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 the creation and issue of debenture stock, or by any of such means, and to attach to such new shares and 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, and to arrange, consolidate, or classify, if considered expedient, the new, preference, or ordinary shares and stock with existing shares 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.

To alter and extend the limits within which the Company may supply gas, and to include within such limits the several parishes following, that is to say: Sunbury, Feltham, Hanworth, Ashford, Littleton, and Laleham, all in the county of Middlesex, and Byfleet, Wisley, Shepperton, Cobham, Church Cobham, and Street Cobham, all in the county of Surrey, or some or one of them,

or such part or parts thereof respectively as may be defined by the Bill, and any hamlet, township, or extra-parochial place situate within those parishes respectively.

To enable the Company to exercise within the proposed extended limits of supply all or some of the powers which they now have or may exercise within their existing limits of supply, or any parts thereof, or which they may have or exercise under the powers of the intended Act, and to demand, take, and levy rates, rents, and charges, whether differential or otherwise, for or in respect of the supply of gas, and the supply or hire of gas meters, stoves, ranges, fittings, baths, apparatus, and things within the existing and proposed extended limits, and to alter the price to be charged for gas, and to regulate the same by the system known as the sliding scale, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

To authorise the Company to acquire by agreement and hold the existing undertaking, gas works, mains, pipes, apparatus, land and buildings, or some part or parts thereof, belonging to, or held or used by the Sunbury Gas Consumers' Company, Limited (hereinafter called "the Sunbury Company,") and the existing undertaking, gas works, mains, pipes, apparatus, land and buildings, or some part or parts thereof, belonging to or held or used by the Cobham Gas Light and Coke Company, Limited (hereinafter called "the Cobham Company,") for such consideration and upon such terms and conditions as have been or may be agreed upon, or as may be settled by arbitration, or as the Bill or Parliament may prescribe, and to provide for the winding up and dissolution of the Sunbury Company and the Cobham Company respectively.

To authorise and empower the Company, after acquiring the same, to maintain, alter, extend, improve, discontinue, or sell the existing gas works, buildings, and lands of the Sunbury Company and of the Cobham Company respectively, and to use for the manufacture and storage of gas, and for the manufacture and conversion of residual products, the pieces or parcels of land following, that is to say:—

(a) Land belonging to or held by the Sunbury Company, and now occupied or partly occupied by their gasworks, situate in the parish of Sunbury, in the county of Middlesex, bounded on or towards the north by the cemetery or burial ground; on or towards the south, by a field belonging or reputed to belong to Killingworth Richard Hedges and William Frederic Brandreth, trustees under the will of the late Killingworth Hedges, and in the occupation of William Hopkins; on or towards the east partly by outbuildings belonging or reputed to belong to and occupied by Robert Bushell, and partly by cottages, belonging or reputed to belong to Alfred Bushell, and occupied respectively by Henry Alexander and Mrs. Wilkinson; and on or towards the west partly by land belonging or reputed to belong to Mrs. Sharpe, and occupied by John Griffiths, and partly by a disused gravel-pit belonging or reputed to belong to the Vestry of the parish of Sunbury.

(b) Land belonging to or held by the Cobham Company, and now occupied or partly occupied by their gas works, and used for gas works purposes, situate in the parish of Cobham, in the county of Surrey, bounded on the north by a footpath through and land belonging or reputed to belong to Harry Thomas Crawler, and in the occupation of Joseph Bennett; on the south by a

yard, stable, and outbuildings belonging or reputed to belong to R. W. Ashby, and in the occupation of Joseph Gibbins; on the east by garden ground or land belonging or reputed to belong to the said R. W. Ashby, and in the occupation of the said Joseph Gibbins; and on the west by a footpath through and land belonging or reputed to belong to the said Harry Thomas Crawter, and in the occupation of the said Joseph Bennett.

And to purchase by agreement the fee simple of all or any of the said lands (a) and (b).

To authorise the Company to purchase by agreement, and to hold or to confirm, and enable them to adopt any purchase made on their behalf of, and to transfer to and vest in the Company the several pieces or parcels of land next hereinafter described, and situate in the parish of Walton-on-Thames, in the county of Surrey (that is to say):—

(a) A piece of land bounded on the north by the piece or parcel of land (b) next hereinafter described; on the south by Back Street; on the east partly by land belonging or reputed to belong to E. H. J. Craufurd, Esq., and partly by land belonging or reputed to belong to the Company; and on the west by land belonging or reputed to belong to Alderman Sidney.

(b.) A piece of land bounded on the north and west by land belonging or reputed to belong to the said Alderman Sidney; on the south partly by the land (a) lastly hereinbefore described, and partly by land belonging or reputed to belong to the Company, and partly by the piece of land (c) next hereinafter described; and on the east by land belonging or reputed to belong to Mrs. Newton.

(c.) A piece of land bounded on the north partly by the land (b) lastly hereinbefore described, and partly by land belonging or reputed to belong to Mrs. Newton; on the south by land belonging or reputed to belong to John Rodgers, and partly by the road or lane leading from Back-street to the said piece of land now being described; on the east by land belonging or reputed to belong to the said Mrs. Newton; and on the west by land belonging or reputed to belong to the Company:

And to empower the Company from time to time to erect and maintain on such pieces or parcels of land, respectively, works for the manufacture and storage of gas, and for the conversion and utilisation of residual products, and to manufacture and store gas, and to manufacture and store residual products thereon, and to authorise them to sell, let, lease, or otherwise dispose of any part or parts of such lands respectively.

To empower the Company to supply gas in bulk to any corporation, local board, sanitary or other public authority, company or person, either within or beyond the Company's present or future limits of supply, and to authorise any such corporation, local board, sanitary or other public authority, company or person, to enter into contracts and agreements for the objects aforesaid, and to apply their respective funds, and to raise further money for the purpose of any such contract or agreement.

To authorise the Company to lay down, maintain, use, alter, and renew within the limits of supply, as extended by the Bill, mains, pipes, and other conveniences for the distribution and supply of gas, and for that purpose to open, break up, and interfere with streets, roads, highways, passages and places, bridges, railways, sewers,

drains, tunnels, gas and water pipes, and electric wires and tubes within the several parishes, hamlets, townships, and extra-parochial places aforesaid.

To repeal, alter, or amend so much of the provisions of the Hampton Court Gas Act, 1867 (Section 6), as includes the parishes of Hanworth and Feltham, in the county of Middlesex, or one of them, within the limits of supply therein defined, and to provide that from and after the passing of the intended Act or otherwise, as may be provided therein, all the powers, rights, authorities, and privileges, of what nature or kind soever, of or belonging to that Company, for or relating to the supply of gas to those parishes respectively, shall cease.

To authorise the Company to manufacture, purchase, provide, supply, sell, let on hire, use, and otherwise deal in gas and other fittings, engines, stoves, ranges, baths, pipes, and other apparatus for the warming and ventilating of houses, buildings, or other places, for the cooking of food, for motive power, and for all other purposes for which gas can or may be used, and to levy and recover rents and charges for the sale, supply, letting or use of such fittings, engines, stoves, ranges, baths, pipes, and other apparatus, and to exempt the same from distress or execution.

To confer upon the Company such powers, special or otherwise, relating to the sale or supply on hire, manufacture, repair, regulation and supervision of fittings, and all other apparatus and things used in and about the use and consumption of gas, as the Bill may prescribe, and to empower the Company to withhold a supply of gas until fittings and all other apparatus are approved, as the Bill may provide.

To authorise the Company to erect, fit up, and maintain on any land now belonging or which may belong to or be held by the Company houses, cottages, and dwellings for the officers and servants employed by the Company, and for other persons, and from time to time to demise and let the same, and to make and maintain roads, approaches, ways, sewers, drains, works, and conveniences connected therewith.

To empower the Company from time to time to sell, demise, or let any lands, for the time being, belonging to them, and not required for the purposes of their undertaking, or of the Bill.

To authorise the Company to acquire, hold, and use patent rights, or licences and authorities under letters patent, for or relative to the production, manufacture, utilisation, supply, and distribution of gas, or the production, manufacture, utilisation, and conversion of residual products arising from the manufacture of gas.

The Bill will sanction or confirm and give effect to any contracts or agreements made or to be made hereafter for or in connection with any of the purposes in this Notice mentioned.

To make provision for all or any of the following matters: enabling the Company to hold ordinary or general meetings annually instead of half-yearly, and to authorise the Board of Directors from time to time to declare and pay interim dividends; to empower the Board of Directors from time to time to fix the Secretary's salary, to alter, amend, or repeal Sections 29, 34, 37, and 38 of the Walton-on-Thames and Weybridge Gas Act, 1869, and to make other provisions in lieu thereof; to authorise the cutting off of gas on non-payment of rent or charges, or on other default, and to provide that, in case of inaccurate registration by meters, such inaccuracy shall be limited to a period to be fixed by the Bill.

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 Gas Works Clauses Acts, 1847 and 1871, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as amended by the Lands Clauses (Umpire) Act, 1883, and the Companies Clauses Act, 1845, 1863, and 1869, and, so far as may be necessary, will alter, amend, or repeal other provisions than those hereinbefore specified of the Walton-on-Thames and Weybridge Gas Act, 1869, and the Hampton Court Gas Act, 1867.

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, 1886.

R. W. Cooper, 4, Westminster Chambers,  
Victoria-street, S.W., Parliamentary  
Agent.

In Parliament.—Session 1887.

Metropolitan Railway.

(Confirmation of Scheme adopted by Proprietors as to Separation of Surplus Lands and Railway; Powers as to Surplus Lands; Deviation and Stopping-up of Footpaths at Rickmansworth; Further Powers to Acquire Lands for Ventilation and other Purposes; Extinction of Capital, and Repeal of Section 11 of Metropolitan Railway Act, 1874; Power to South Eastern Railway Company to Subscribe towards Portions of the Undertaking of Company; Provision as to Payment by District Railway Company of Loss in Working Tower-hill Trinity-square Extension; Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Metropolitan Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To schedule and so far as may be and if necessary to confirm the scheme for the separation of the surplus lands of the Company from their railways and works, and for the issue of a surplus lands stock as contained in Section 39 of the Metropolitan Railway Act, 1885, as adopted by the proprietors at a special meeting held on the 22nd November, 1886.

To extend and make applicable to any lands to which the same do not already apply, all the powers, rights, and privileges of the Company with reference to selling, leasing, holding, or disposing of lands acquired by them and not required for the purposes of their railways and works or any of them, or any part thereof, and whether belonging to the general undertaking of the Company or to any separate undertaking, and to confer upon the Company further powers for selling, leasing, holding, or disposing of all or any of such lands or of any rights or easements therein, and, if thought fit, to declare such lands part of the surplus lands of the Company, and to exempt the same from the provisions with respect to superfluous lands of the Lands Clauses Consolidation Act, 1845, and otherwise to alter and vary the provisions of the said Act.

To provide for the repeal in whole or in part of the unexercised powers of the Company, or of the Metropolitan and Saint John's Wood Railway Company for raising money by shares or by borrowing for the purposes of the Metropolitan and Saint John's Wood Railway, and the cancellation of all or any part of such capital

authorised or created but not yet issued or raised, and thereupon to repeal Section 11 of the Metropolitan Railway Act, 1874.

To empower the South Eastern Railway Company to subscribe capital in the Undertaking of the Company, and for those purposes to apply their corporate funds and revenue.

To amend and explain Section 20 of the Metropolitan District Railway Act, 1884, and to provide for and require the payment to the Company by the Metropolitan District Railway Company (hereinafter called "the District Company") as part of or in addition to the other sums payable under that section of one-half of the loss incurred by the Company in working the portion in the said section referred to of the Railway No. 1 authorised by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, prior to the District Company becoming joint owners thereof with the Company, and to confer upon the Company all necessary powers to enable them to recover the sum so to be made payable to them in such manner as may be prescribed or authorised by the intended Act.

To set out and declare, and to define and prescribe, the capital and borrowing powers of the Company, and to confirm any statement showing such capital and borrowing powers, which may be set forth in or scheduled to the intended Act prior to the passing thereof.

To empower the Company to stop up and divert the footpaths or portions of footpaths, and to substitute therefor the footpaths hereinafter respectively described, and all of which are wholly situate in the parish of Rickmansworth and county of Hertford, as follows:—

1. To stop up so much of the footpath leading from Northwood to Grove Green lane as lies between the parish boundary of Ruislip and Rickmansworth in the field numbered on the deposited plans referred to in the Rickmansworth Extension Railway Act, 1880, 4, in the said parish, and a point in Grove Green lane 7 chains or thereabouts east of the centre of the said railway as now in course of construction across that lane, and to substitute therefor a new or diverted footpath from the point first hereinbefore described to a point in Grove Green lane 2½ chains or thereabouts west of the centre of the said railway.
2. To stop up so much of the footpath leading from the lock of the Grand Junction Canal, near Croxley Hall Farm, to the north-west corner of the brewery in the High-street of Rickmansworth, as lies between the point where the said footpath abuts on the said railway, in the field numbered on the said deposited plans 41 in the said parish, and a point 1 chain or thereabouts east of the footbridge whereby the said footpath is carried over the River Chess, and to substitute therefor a new or diverted footpath running along the southern boundary of the said railway between the said points.
3. To stop up so much of the footpath secondly hereinbefore described as lies between a point 7 chains or thereabouts east of the north-west corner of the before-mentioned brewery and a point 1 chain or thereabouts east of the same corner, and to substitute therefor a new or diverted footpath running along the southern boundary of the said railway between the said points.
4. To stop up so much of the footpath leading from the said footpath secondly hereinbefore described to Croxley Green as lies between a point 2 chains or thereabouts north of the north-east corner of Croxley

- Hall Farm buildings and a point 7 chains or thereabouts north of the same corner, and to substitute therefor a new or diverted footpath running along the new road constructed by the Company through the lands of Gonville and Caius College from a point half a chain or thereabouts north of the said corner to the said point 7 chains or thereabouts north of the said corner.
5. To stop up so much of the footpath leading from the said footpath secondly hereinbefore described to Watford as lies between a point 2 chains or thereabouts north-east of the north-east corner of Croxley Hall Farm buildings and a point on the northern side of the said railway where the fence of the said railway intersects the fence dividing the field numbered 41 from the wood numbered 43 on the said deposited plans, and to substitute therefor a new or diverted footpath along the northern boundary of the aforesaid railway, commencing in the new road hereinbefore described at a point about 3 chains north of the north-east corner of Croxley Hall Farm buildings, and terminating at the said point on the northern side of the said railway.
  6. To stop up so much of the footpath leading from Fortune Common to the north-west corner of the before-mentioned brewery as lies between the point where the said footpath abuts on the said railway 4 chains or thereabouts north-east of the north-west corner of the said brewery and the said corner, and to substitute therefor a new or diverted footpath running along the northern boundary of the said railway from the first-mentioned point to a point in the High-street aforesaid 2 chains or thereabouts measured along that street north of the said north-west corner of the said brewery.
  7. To stop up the footpath known as Love lane between a point half a chain or thereabouts from its commencement at the High-street aforesaid and its termination at the end of the Solomon's Hill footpath where it abuts on Rickmansworth Park, and to substitute therefor a new or diverted footpath along the southern side of the railway authorised by the Aylesbury and Rickmansworth Railway Act, 1881, now in course of construction, commencing at a point in the High-street aforesaid 1 chain or thereabouts south of the centre of the bridge whereby the said railway is being carried over the said street, and terminating by a junction with the Solomon's Hill footpath at a point  $4\frac{1}{2}$  chains or thereabouts south of its northern termination.
  8. To stop up so much of the Solomon's Hill footpath as lies between the said point  $4\frac{1}{2}$  chains or thereabouts south of its northern termination and that termination, and to substitute therefor a new or diverted footpath commencing at the hereinbefore described point  $4\frac{1}{2}$  chains or thereabouts south of its said northern termination, running along the southern boundary of the said Aylesbury and Rickmansworth Railway in a westerly direction for a distance of 18 yards or thereabouts, thence across the said railway, and terminating at or near the north-western corner of the field numbered 63 in the said parish on the deposited plans referred to in the said Aylesbury and Rickmansworth Railway Act, 1881.
  9. To stop up so much of the footpath leading from the northern end of the Solomon's Hill footpath to Chorley Wood lane as extends for a distance of  $1\frac{3}{4}$  chains or thereabouts from that end, and to stop up so much of the footpath leading from the said northern end of the Solomon's Hill footpath to Loudwater as extends for a distance of  $2\frac{1}{2}$  chains or thereabouts from that end, and to substitute for those portions a new or diverted footpath from the north-west corner of the before-mentioned field No. 63 to the said point  $2\frac{1}{2}$  chains or thereabouts from the northern end of the Solomon's Hill and Loudwater footpath.
  10. To make and dedicate to the public use a new footpath running along the southern boundary of the said Aylesbury and Rickmansworth Railway from a point 18 yards or thereabouts west of Solomon's Hill footpath to Chorley Wood lane.
- To extinguish all rights of way over the said existing footpaths and portions of footpaths proposed to be stopped up and to make provision for the repair of the new and diverted footpaths by the parties now liable to the repair of the existing footpaths, or by such parties and in such manner as may be prescribed by the intended Act.
- To authorise the Company to acquire by compulsion or agreement lands, houses, and buildings, and easements therein, in the said parish of Rickmansworth for the purposes of the intended footpaths.
- To empower the Company, with the sanction and upon a certificate of the Board of Trade, or on and subject to such other terms and conditions as the intended Act may prescribe, to purchase by compulsion or agreement, lands and houses adjoining or near to their railway or to their stations or works, for the purposes of improving the ventilation of their railway stations and works.
- To authorise the Company to apply any capital or funds now belonging to them to the purposes of the intended Act.
- To vary and extinguish all existing rights and privileges which might in any way prevent or interfere with the accomplishment of the intended Act, and to confer other rights and privileges.
- To repeal, alter, or amend all or some of the provisions of the several Acts of Parliament hereinbefore mentioned, and also of the several Acts hereinafter mentioned (that is to say): Acts relating to the Company passed in each and every of the years 1854 to 1857, 1859 to 1875, 1877 to 1886, all inclusive; also the Acts relating to the South Eastern Railway Company, 6 William IV., cap. 75; 6 and 7 Vict., cap. 52; and of the other Acts relating to or affecting that Company.
- And notice is hereby further given, that plans in duplicate, showing the lands and houses required for the purposes of the substituted and new footpaths hereinbefore referred to, with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his office at Saint Albans in that county, and with the parish clerk of the said parish of Rickmansworth, at his residence, and each such deposit will be made on or before the 30th day of November, 1886, and will be accompanied by a copy of this Notice.
- 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, 1886.
- Dated this 15th day of November, 1886.  
*Robert W. Perks*, 147, Leadenhall-street,  
 London, Solicitor for the Bill.  
*Sherwood and Co.*, 7, Great George-street,  
 Westminster, Parliamentary Agents.



In Parliament.—Session 1887.

Mersey Railway.

(New Railways and Works; Additional Lands in Liverpool and Birkenhead; Abandonment of Portions of Authorised Railways; Compulsory Purchase of Lands; Purchase of Parts of Properties; Stopping up Streets and Appropriation of Sites; Underpinning; Additional Capital; Release of Deposit; Subscriptions to the Wirral Railway Company; Separate Undertakings; Payment of Interest during Construction; Joint Committee; Superannuation or other Funds; Special Constables; Limit of Compensation; Extension of Time for Completion of Railways; Sale of Water; Agreements with Corporations and Companies; Tolls; Rates and Charges; Amendment of Acts.)

NOTICE is hereby given, that the Mersey Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act to confer upon the Company the following among other powers, that is to say:—

1. To make and maintain the railways and works hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

Railway No. 1, situate wholly in the parish and city of Liverpool, county of Lancaster, commencing by a junction with Railway No. 4, authorised by the Mersey Railway Act, 1885, and now in course of construction, at a point in or under the street known as New Quay, opposite the premises numbered 14 in that street, and terminating by a junction with the Lancashire and Yorkshire Railway at a point 30 yards or thereabouts measured in a southerly direction along that railway from the southern abutment of the bridge carrying that railway over Chadwick-street.

Railway No. 2, situate wholly in the said parish and city, commencing by a junction with the said intended Railway No. 1 at the western corner of Back Leeds-street, 55 yards or thereabouts measured along that street from its junction with Leeds-street, and terminating on the eastern side of Bath-street at a point 48 yards or thereabouts measured in a southerly direction along that street from its junction with Dutton-street.

Railway No. 3, situate wholly in the township of Tranmere, in the parish of Bebington, in the county of Chester, commencing by a junction with the Mersey Railway at a point 90 yards or thereabouts measured in a northerly direction from the centre of the bridge carrying the Birkenhead Joint Railway over Union-street, and terminating in the north side of Bedford-road at a point 15 yards or thereabouts measured in a westerly direction along that road from the centre of the bridge carrying that road over the Birkenhead Joint Railway.

Railway No. 4, situate wholly in the township of Tranmere, parish of Bebington, in the county of Chester, commencing by a junction with the said intended railway No. 3 at a point 8 yards or thereabouts measured in an easterly direction from the centre of the boundary wall of the Birkenhead Joint Railway across the eastern end of Meteor-street, and terminating by a junction with the Birkenhead Joint Railway at a point immediately opposite the eastern end of Planet-street.

An Airway (No. 1) situate wholly in the extra-parochial chapelry of Birkenhead, in the No. 25649. K

county of Chester, commencing from and out of the existing airway over the Hamilton-street Station of the Company at a point in or under Hamilton-street opposite the premises numbered 60 in Hamilton-square, and terminating at the airway leading to the Company's ventilating works in Hamilton-street at a point in or under the pavement of the said street opposite the entrance to the said ventilating works.

An Airway (No. 2) situate wholly in the extra-parochial chapelry of Birkenhead, in the county of Chester, commencing from and out of the tunnel of the Birkenhead Park Branch of the Mersey Railway, now in course of construction, at a point in or under Market-street opposite the premises numbered 45 in that street, and terminating at the said intended Airway No. 1 at a point in or under Hamilton-street immediately opposite the centre of Market-street aforesaid.

2. To deviate laterally from the lines and vertically from the levels of the intended railways and works shown on the plans and sections to be deposited as hereinafter mentioned, to a greater extent where necessary than is allowed by the Railways Clauses Consolidation Act, 1845.

3. To purchase by compulsion or agreement lands, houses and other property, and to acquire easements in or over lands for the purposes of the said intended railways and other works, and for those purposes to purchase and take by compulsion or agreement any vaults, cellars, arches or offices, or parts thereof, attached or belonging to any house, building, manufactory, or premises, or any subsoil or property under the same, or a part only of any house or other building or manufactory, without being subject to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

4. To purchase by compulsion or agreement, take and hold for the purpose of providing increased accommodation for the traffic and improving the ventilation, and for the general purposes of their Undertaking:

Certain lands, houses and buildings situate in the city and parish of Liverpool and county of Lancaster:

(a.) Houses, shops and premises known as Rotunda Buildings abutting on the east side of Bold-street and numbered 3, 5, and 5A, in that street.

Certain lands, houses and buildings situate in the extra-parochial chapelry of Birkenhead, and county of Chester:

(b.) Houses and yards abutting on the south side of Beckwith-street and numbered 11, 13, 15, 17, 19, 21, 23, and 25 in that street;

(c.) Builder's yard and premises abutting on the north side of Beckwith-street and the west side of Park-street and numbered 50, 52, 54, and 56 in Beckwith-street;

(d.) Houses and yards abutting on the north side of Beckwith-street and numbered 92, 94, and 96 in that street;

(e.) Houses and yards abutting on the south side of Beckwith street and numbered 125, 127, and 129 in that street;

(f.) Houses and yards abutting on the north side of Beckwith-street and west side of Cathcart-street, and numbered 110 in Cathcart-street and 118, 120, 122, 124, and 126 in Beckwith-street;

(g.) A piece of garden-ground abutting on the south side of Beckwith-street and between Trinity-street and Vittoria-street, belonging or reputed to belong to William Laird and in the occupation of Elizabeth Gouldson.

5. To abandon and relinquish the construction of the following railways or parts of railways, that is to say:—

1. So much of Railway No. 4 authorised by the Mersey Railway Act, 1885, as was proposed to be constructed between a point in or under the street known as New Quay, opposite the premises numbered 14 in that street and the termination of the said railway.

2. Railway No. 5, authorised by the Mersey Railway Act, 1885;

3. The Railway authorised by the Mersey Railway Act, 1886;

all which said railways and parts of railways will be rendered unnecessary by the construction of the new or substituted railways proposed to be authorised by the intended Act.

6. To appropriate or use any street, square, road, or land traversed by the intended railways, or to acquire an easement only through or under the same and through or under any buildings for the purposes of the intended railways or other works; and to cross, divert, alter or stop up, temporarily or permanently, streets, roads, highways, railways, tramways, canals, drains, pipes, sewers and telegraphic and telephonic apparatus, so far as may be necessary in constructing or maintaining the intended railways and other works, and especially to stop up and appropriate the sites of so much of Meteor-street and Planet-street, in the borough of Birkenhead, as lies between Star-street and the wall of the Birkenhead Joint Railway.

7. To underpin or otherwise secure any houses or buildings, which may be rendered insecure, or be likely to become insecure by reason of the construction or working of the said intended railways and other works, and which houses or buildings the Company are not required to purchase for the purposes of their Undertaking.

8. To construct airways and ventilating shafts in the foot pavements belonging to the Company in front of their stations in James-street, Liverpool, and Hamilton-street, Birkenhead; also on lands which the intended Act will authorise the Company to acquire in Beckwith-street, Birkenhead.

9. To sell, mortgage, lease or appropriate for building, or otherwise dispose of any land or property purchased or acquired under the powers of the intended Act, which may not be eventually required for any of the purposes of the Company, or under which the railway may be constructed; and to vary or extinguish all rights and privileges connected with any lands, houses, buildings, manufactories, or property, or portion or portions thereof purchased by the Company, which would interfere with the construction and maintenance of the intended railways and other works.

10. To levy tolls, fares, rates and charges, for and in respect of the use of the intended railways, stations, and other works, and the conveyance and accommodation of traffic thereon, and to confer, vary, or extinguish exemptions from the payment of tolls, fares, rates and charges.

11. To define, adjust and regulate the existing capital of the Company, and to apply any capital or funds raised, or authorised to be raised by the Company, to the purposes of the intended Act, and to raise additional capital for such purposes, and also for the general purposes of their Undertaking, by preferential or ordinary shares or stock, and by borrowing on mortgage or by the creation and issue of debenture stock.

12. To provide that the capital necessary for the construction of the said intended Railways Nos. 1 and 2, and for so much of the Railways 2, 3, and 4, authorised by the Mersey Railway Act, 1885, as is

not authorised to be abandoned by the intended Act, or any parts thereof, may be distinct from the general capital of the Company, and to constitute the said railways and works, or any portions thereof, into a separate Undertaking as to expenditure, profits, and revenue, and also to authorise the Company to agree with the proprietors of the said separate capital as to the payments to be made to them or the proportion of traffic or rent or dividend in lieu thereof, to be attributed to such separate Undertaking out of the receipts arising from the traffic common to the general Undertaking of the Company, and to the said separate undertaking, and to provide also for the ultimate merging (if so agreed upon) of the said separate capital and Undertaking in the general capital and Undertaking of the Company.

13. To release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion of the said railways and portion of railway to be abandoned, and to declare null and void and cancel or rescind all contracts and agreements with reference to such railways and portion of railway, or the purchase of land for the purposes thereof; to authorise the repayment of so much of the deposit funds referred to in the Mersey Railway Acts, 1885 and 1886, as relates to the said railways and portion of railway to be abandoned, and is not required to be impounded in respect of the railways proposed to be authorised by the intended Act.

14. To authorise the repayment of so much of the deposit fund referred to in Section 29 of the Mersey Railway Act, 1882, as refers to such part of Railway No. 3 by that Act authorised as lies between the Green-lane Station and the junction with the Birkenhead Joint Railway.

15. To authorise the Company to subscribe to or hold shares in the capital of the Wirral Railway Company, or otherwise contribute towards the cost of construction of the authorised railways of the Wirral Railway Company hereinafter specified, or some or one of them, or any part or parts thereof respectively, that is to say:—

The railways authorised by the Wirral Railway Certificate, 1883;

The railway authorised by the Wirral Railway Act, 1884; and

Railway No. 1, authorised by the Wirral Railway Act, 1885;

and to empower the Company to become joint owners or owners of an undivided moiety of the said railways, or some part thereof, and for such purposes to apply their corporate funds, and raise additional capital by ordinary or preference shares or stock or by borrowing, and to provide that any capital raised by shares or stock for such purposes may be issued as a separate class, and be kept distinct from the general capital of the Company, and be entitled to all or such part of the dividends accruing thereon from the Wirral Railway, in addition to the dividends accruing thereon from the Mersey Railway as the intended Act may define or Parliament may prescribe, and that any such capital raised by borrowing may have the joint guarantee of the Wirral Railway Company and the Company, hereinafter referred to as "the two companies."

16. To provide for the appointment of a joint committee of the two companies to consist of such number and with such powers as may be agreed on, or as may be provided by the intended Act, for the control and management of so much of the Wirral Railway as aforesaid, of which the said two Companies shall become joint owners.

17. To provide for the appointment of a standing arbitrator or umpire, to whom all matters in difference between the two Companies, or between

their representatives on the joint committee shall be referred.

18. To empower the two Companies to make provision for any other Railway Company that uses the railways of the two Companies respectively, or any part thereof, to run over and use the lines belonging to the two Companies on such terms as may be agreed on, or as may be provided by the intended Act.

19. To make provision for the confirmation of any agreements between the two Companies which have been or may be entered into previous to the passing of the intended Act, and such other provisions in regard to the matters aforesaid as may be considered necessary or expedient.

20. To empower the Company or the directors of the Company to establish funds for the benefit of the salaried officers and other servants of the Company, for the payment of allowances on account of accidents happening to such officers or servants in the discharge of their duty; also for a superannuation fund, and funds for allowances to such officers and servants during sickness, or to their widows and orphans, and to provide such funds, or any of them, partly by means of contributions of annual or other sums by such officers and servants, and partly by contributions by the Company, or by some other means, and according to such classes as may be provided by the intended Act; and to authorise the appointment of a managing committee, and the making from time to time of all necessary rules and regulations as to the contributions to be made to such funds respectively, the benefits to be derived therefrom, the management, investment, and disposition thereof, or otherwise in relation thereto.

21. 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 stock of the Company during the construction of any works for which such shares or stock has been raised.

22. To enable the Company to make provisions with respect to the appointment of all or some of their officers and servants as special constables, and to define their powers and duties as such.

23. To define and limit the liability of the Company to compensation in respect of personal injury to persons travelling on their railways with workmen's tickets.

24. To extend the time limited by the Mersey Railway Act, 1882, for the completion and opening of the railways authorised by that Act and therein described as Railways No. 1, No. 2, and No. 3.

25. To authorise the Company to sell and dispose of the water pumped from their shafts in Liverpool and Birkenhead to the Corporation of Liverpool or the Corporation of Birkenhead, or other body or person willing to purchase the same, or any portion thereof, on such terms as may be mutually agreed upon, and to authorise the Company to construct such appliances as may be found necessary or convenient for delivering the water to the purchaser, and to empower the Corporation of Liverpool or the Corporation of Birkenhead or other body to apply their funds to purchasing such quantity of water as they may require.

26. To authorise the Company on the one hand, and the Lancashire and Yorkshire Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the Midland Railway Company, the Great

Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Wirral Railway Company, and the Seacombe, Hoylake and Deeside Railway Company, or any one or more of them on the other hand, to enter into and carry into effect agreements for or with reference to the construction, maintenance, use, and working by the said Companies, or either of them, of any of the railways or works of the Company, or of a junction or junctions between their respective railways; the use, working, maintenance and management of some portion or portions of their respective railways; the regulation, collection, transmission and delivery of traffic on or coming from or intended for the railways of the said Companies or either of them; the construction, maintenance, use and appropriation of joint or separate stations by or for the benefit of the said Companies or any of them, and the acquisition of land for the same, and the payments to be made in respect thereof; the fixing, collection, payment, division, appropriation and distribution of the tolls and other income arising from the railways, stations, and works comprised in any such agreement; the supply of rolling-stock and plant, and the employment of officers and servants.

27. To authorise the Company on the one hand, and the Wirral Railway Company, and the Seacombe, Hoylake and Deeside Railway Company, or either of those Companies, on the other hand, to enter into and carry into effect contracts and agreements for the maintenance, use, and working of the Wirral Railway, and the Seacombe, Hoylake, and Deeside Railway, or part or parts thereof, the supply and maintenance of rolling-stock and plant, and the employment of officers and servants for the conveyance and conduct of the traffic, the fixing, collection, division, appropriation, and distribution of the tolls, and other income arising from the traffic on the railways of the contracting Companies.

28. The intended Act will vary or extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways (Clauses Act, 1863," with such modifications as may be deemed expedient; and it will amend and enlarge some of the powers and provisions of 5 and 6 Will. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and of the several other Acts relating to the London and North-Western Railway Company; 12 and 13 Vict., cap. 81, and of the several other Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company; 9 and 10 Vict., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; 7 and 8 Vict., cap. 18, and of the several other Acts relating to the Midland Railway Company; 35 and 36 Vic., cap. 127, and of the several other Acts relating to the Seacombe, Hoylake, and Deeside Railway Company; the Wirral Railway Certificate, 1883, and the Wirral Railway Acts, 1884 and 1885, 2 Will. IV., cap. 6, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; 29 and 30 Vic., cap. 139; 31 and 32 Vic., cap. 161; 34 and 35 Vic., cap. 201; 37 and 38 Vic., cap. 180; 40 and 41 Vic., cap. 220; and 43 and 44 Vic., cap. 74, and of the other Acts relating to the Mersey Railway Company; 28 and 29 Vic., cap. 20; and 34 and 35 Vic., cap. 184, and any other

Acts relating to the City of Liverpool; 30 and 31 Vic., cap. 92; 44 and 45 Vic., caps. 152 and 153, and any other Acts relating to the Borough of Birkenhead.

29. Duplicate plans and sections describing the lines, situations, and levels of the intended railways and works, and the lands and other property which may be taken under the powers of the intended Act, together with a book of reference to such plans, an ordnance map with the lines 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 Lancaster, at his office at Preston; 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 so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited with the Parish Clerk of each such parish, at his residence, and in the case of any extra-parochial place with the Parish Clerk of some adjoining parish, at his residence.

30. 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 10th day of November, 1886.

*Baxters and Co.,*

5 and 6, Victoria-street, Westminster.

*Gill, Archer, and Maples,*

14, Cook-street, Liverpool,

Solicitors.

*William Bell,*

27, Great George-street, Westminster,  
Parliamentary Agent.

In Parliament.—Session 1887.

City of London and Southwark Subway.

Kennington Extensions, &c.

(Extension of authorized Subway from the Elephant and Castle to Kennington and Stockwell with Approaches; Additional Lands; Underpinning; Provisions as to Easements and as to Surplus Lands, and as to Tolls; Extension of Time for Purchase of Lands; Further Provisions as to Capital; Incorporation and Amendment of Acts; and other purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the Session of 1887, by the City of London and Southwark Subway Company (hereinafter called "the Company") incorporated by the City of London and Southwark Subway Act, 1884 (hereinafter called the Act of 1884), for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act for the following, or some of the following purposes, that is to say:—

1. To empower the Company to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith, that is to say:—

A subway wholly in the county of Surrey, commencing at or near the point of junction of Short-street with Newington-butts, in the parish of St. Mary, Newington, by a junction with the authorized Subway of the Company, and passing from, through, into, and along Short-street, Newington-butts, High-street, Kennington-park-road,

and Clapham-road, and terminating at a point in that road at or near the junction of Stockwell-road with Clapham-road:

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in the parishes and places following, or some of them, that is to say, St. George-the-Martyr, Southwark, St. Mary, Newington, and St. Mary, Lambeth.

2. The gauge to be adopted for the intended subway will be a 4ft. 8½in. gauge, or such other gauge as the Board of Trade may approve; and the motive power to be employed will be a stationary engine or stationary engines by which the traffic of the subway shall be worked by means of carriages propelled by cable traction, or such other power as the Board of Trade may from time to time approve, or as may be prescribed by the Bill.

The Bill will authorize the Company to exercise the powers, or some of the powers following, viz.:—

3. To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned, to such an extent as may be provided by the Bill.

4. To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, watercourses, drains, sewers, subways, pipes, ways, and approaches, within the parishes and places aforesaid, or any of them.

5. To purchase by compulsion or by agreement, for the purposes of the intended works and other the purposes of the Company or their authorized works, lands, buildings, and hereditaments and easements in, under, or over any lands, houses, and hereditaments, including certain lands, houses, and buildings, being the lands and premises numbered 44, 45, 46, and 46A in King William-street, in the parishes of St. Michael and St. Margaret, in the City of London, and if the Company shall so think fit, to acquire by compulsion easements only in, under, through, or over any lands, buildings, and hereditaments, without being required to purchase such lands, buildings, or hereditaments; and the Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or in, under, or over the same or other public or private rights which it may be necessary or expedient for the purposes of the Company and the Bill to vary or extinguish.

6. To make and maintain temporary shafts or openings from the surface of any land or street 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 for the purposes of the proposed works, or for any other purpose, subject to such provisions and limitations as may be provided in the Bill.

7. To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings, or the whole of which, may not be required to be taken or used for the purposes thereof.

8. To purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845.

9. To sell and convey, demise and lease, or

otherwise dispose of, any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Company, and if thought necessary or desirable to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

10. To levy tolls, rates, and duties in respect of the intended subway and other works, and to alter existing tolls, rates and duties and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to grant leases of the undertaking, tolls, rates, and duties, and all or any of the proposed works, and to repeal, alter, or amend all or some of the provisions of the Act of 1884 with reference to the mode of collecting tolls and otherwise in relation thereto, and to make other provision in lieu thereof.

11. To extend the time limited by the Act of 1884 for the compulsory purchase of lands for the purposes of that Act, or of some of such lands.

12. To enable the Company to apply to the purposes of the intended Act any capital or funds now belonging or hereafter to belong to them or under their control, and for such purposes 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, if thought fit, to provide that the capital raised for the purposes of the intended works shall be a separate capital, and to alter and amend and relieve the Company from the restrictions imposed by section 20 of the City of London and Southwark Subway Act, 1884, and to empower the Company to pay interest out of capital during the construction of their authorized and proposed works.

13. And the Bill will vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

14. And the Bill will or may incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands, and to interference with roads and as to tolls, and will also alter, amend, or repeal all or some of the provisions of the City of London and Southwark Subway Act, 1884.

15. Plans and sections defining the lines, situation, and levels of the intended subway and other works, and the lands, houses, and other property 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 Surrey, at his office at the Sessions House, Newington-causeway, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and 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 parishes or places in or through which the intended works or any part of them are or is intended to be made, or in which any lands or houses to be taken com-

pulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—for the parish of Saint Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road; for the parish of Saint George the Martyr, Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall, Borough-road; for the parish of Saint Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green; and in the case of each other parish with the clerk of such parish at his residence.

16. Printed copies of the 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 15th day of November, 1886.

*Powler and Co.*, 2, Victoria Mansions,  
Westminster, Solicitors for the Bill.

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

In Parliament—Session 1887.

Lincoln, Horncastle, Spilsby, and East Coast  
Railway.

(Incorporation of Company; Construction of Railways in Lincolnshire; Compulsory purchase of Lands; Tolls, Rates, and Charges; Payment of Interest out of Capital; Working and Traffic Agreements; and Running Powers; 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 effecting the purpose or some of the purposes following, that is to say:—

To incorporate a Company and to confer upon the Company so to be incorporated (hereinafter called "The Company") all necessary powers for making and maintaining the railways in Lincolnshire hereinafter described, or some part or parts thereof, with all proper stations, junctions, sidings, approaches, works, and conveniences connected therewith respectively, viz:—

1. A Railway (No. 1) commencing in the parish of Stixwold by a junction with the Great Northern Railway, at a point 150 yards or thereabouts north of the 123½ mile post on that railway, and terminating in the parish of Thornton, by a junction with the Horncastle and Kirkstead Junction Railway, at the one-mile post on that railway, which said intended Railway No. 1 will pass from, in, through, or into the parishes, townships, and places of Stixwold, Edlington, Thimbleby, Langton, Thornton, and Kirkstead, or some of them.
2. A Railway (No. 2) commencing in the parish of Thornton by a junction with the Horncastle and Kirkstead Junction Railway, at the north side of the level crossing known as the Thornton level crossing, and terminating in the parish of Spilsby by a junction with the Spilsby and Firsby Railway, at or near the terminus of that railway at Spilsby; which intended Railway No. 2 will pass from, in, through, or into the parishes, townships, and places of Thornton, Horncastle, High Toynton, Mareham-on-the-hill, Hammeringham, Winceby, Asgarby, Lusby, Hareby, Old Bolingbroke, Mavis Enderby, Rathby, Hundleby, and Spilsby, or some of them.
3. A Railway (No. 3) commencing in the parish of Great Steeping by a junction with

the Spilsby and Firsby Railway, at a point 365 yards or thereabouts westward of the distance post on that railway indicating half-a-mile from the junction with the Great Northern Railway, and terminating in the parish of Firsby by a junction with the Wainfleet and Firsby Railway, at a point 50 yards northward of the distance post on that railway indicating three-quarters of a mile from the junction with the Great Northern Railway, which intended Railway No. 3 will pass from, in, through, or into, the parishes, township, and places of Great Steeping and Firsby.

The Bill will authorise the Company to exercise the powers and effect the objects following, that is to say:—

To deviate laterally from the lines of the intended railways, and also to deviate vertically from the levels thereof as shown on the plans and sections to be deposited as hereinafter mentioned to such extent beyond the limits allowed by The Railways Clauses Consolidation Act, 1845, as the Bill may require or allow.

To cross, stop-up, alter, or divert temporarily or permanently turnpike and other roads, highways, footpaths, pipes, sewers, drains, canals, rivers, streams, water-courses, bridges, railways, tramways, and telegraph and electric wires, tubes, and apparatus within the aforesaid parishes and places or any of them so far as may be expedient in constructing, maintaining, or using the intended railways.

To purchase, take, enter upon, and use compulsorily or by agreement lands, houses, and hereditaments, and any estates, interests, rights, or easements in, over, or affecting the same for the purposes of the intended railways and works, and to alter, vary, or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To demand, take, and recover tolls, fares, rates, and charges upon or in respect of the intended railways and works, and upon or in respect of the railways and portions of railway over which the Company may exercise running powers as hereinafter mentioned; to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To enable the Company notwithstanding anything in the Companies Clauses Consolidation Act, 1845, or in any other Act of Parliament contained to the contrary, to pay out of their capital and funds interest or dividends on any shares or stock of the Company during such time as may be limited by the Bill.

The Bill will empower the Company on the one hand, and the Great Northern Railway Company, the Horncastle and Kirkstead Junction Railway Company, the Spilsby and Firsby Railway Company, and the Wainfleet and Firsby Railway Company, or any one or more of those Companies 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 working, use, management, and maintenance of the intended railways and works or any part thereof, the supply and maintenance of engines, stock, and plant, and the employment of officers and servants; the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies; the providing of terminal and other accommodation offices, buildings, signals, and other conveniences for the traffic of those Companies; the fixing, collection, payment, division, and appropriation of the tolls, fares, rates,

charges, and other income and profits arising from the traffic of the railways of the contracting Companies or any part thereof, and the payments, allowances, rebates, or drawbacks to be made by either of the contracting Companies to the other or others of them; and the Bill will sanction or confirm any agreement which previous to the passing thereof may be made touching any of the aforesaid matters.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or any such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

The intended Act will or may empower the Company, and all companies and persons lawfully working or using their railways or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, for the purposes of traffic of all kinds, and upon such terms and conditions, and payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or provided for by the Bill, the railways and portions of railway following, viz.:—

- (a) So much of the Great Northern Railway as is situated between the commencement of the intended Railway No. 1 and the station at Lincoln, including that station.
- (b) The Horncastle and Kirkstead Junction Railway.
- (c) The Spilsby and Firsby Railway.
- (d) The Wainfleet and Firsby Railway, including the extension to Skegness.
- (e) So much of the Great Northern Railway as is situated between the Spilsby and Firsby Railway and the Firsby Station, including that station.

Together with all and other terminal and other stations on such railways and portions of railway respectively, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the aforesaid railways and portions of railways respectively.

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and so far as may be requisite or desirable for any of the purposes thereof, the Bill will alter, amend, enlarge, or repeal some of the provisions of the local and personal Act 9 and 10 Vict., cap. 71, and any other Acts relating to or affecting the Great Northern Railway Company or their undertaking, of "The Horncastle and Kirkstead Junction Railway Act, 1854," and any other Acts relating to or affecting the Horncastle and Kirkstead Junction Railway Company, "The Spilsby and Firsby Railway Act, 1865," and any other Acts relating to or affecting the Spilsby and Firsby Railway Company; "The Wainfleet and Firsby Railway Act, 1869," and any other Acts relating to or affecting the Wainfleet and Firsby Railway Company.

And notice is hereby given that plans and sections showing the situation, lines, and levels of the intended railways and works, and the lands which may be taken under the powers of the Bill, with a book of reference to the plans, and ordnance map with the lines 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 parts of Lindsey in Lincolnshire, at his office at Lincoln, and with the Clerk of the Peace for the county of Lincoln, at his office at Lincoln. And on or before the said 30th November instant a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the intended railways and works are to be made or in which any lands intended to be taken are situate together with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra parochial place, with the parish clerk of some parish adjoining thereto at his residence.

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, 1886.

*Le Brasseur and Oakley*, 12, New Court, Lincoln's Inn.

*Mills and Bibby*, Huddersfield, Solicitors for the Bill.

*William Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Chesterfield, Hasland, North Wingfield, and District Tramways.

(Incorporation of Company; Construction of Tramways from Chesterfield to North Wingfield; Provisions as to gauge and motive power; Purchase of Lands by Compulsion and Agreement; Levying of Tolls; Provisions as to repair, maintenance, user, and improvements, &c., of Roads; Agreements with Local and Road Authorities; Patent Rights; Other Powers; Amendment or repeal 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 the following, or some of the following, among other purposes, that is to say:—

1. To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the following tramways, or one of them, or some part or parts thereof respectively, together with all necessary and proper works and conveniences connected therewith or incidental thereto, to be wholly situate in the county of Derby, that is to say:—

Tramway No. 1. A tramway commencing in the parish and borough of Chesterfield, in the street called or known as the Low-pavement, at a point about 4 chains 70 links from the south-east corner of the Market Hall, measuring in an easterly direction, passing thence in the same direction along that street into and along South-street, Beetwell-street (otherwise Betwell-street) Lords Mill-street, over Lords Mill Bridge, under the Midland Railway Bridge, thence into and along the Mansfield-road to its junction with the North Wingfield-road, thence into and along that road in a southerly direction, thence into and along the Clay Cross-road, and terminating in the parish of North Wingfield, in the said Clay Cross-road, at a point in the centre thereof at its junction with Church-lane, which said intended Tramway No. 1 will be made, or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Chesterfield, Hasland, Grassmoor, North Wingfield, and Morton, all in the county of Derby. Tramway No. 1 will be a single line, except at the following places, where it will be a double line:—

In the Low-pavement for a distance of about 2 chains from its commencement in Lords Mill-street, from a point about 3 chains south of the centre of Lords Mill Bridge, for a distance of 2 chains in a southerly direction.

In the North Wingfield-road, at Hasland Green, for a distance of 2 chains or thereabouts, measured in a northerly direction and a distance of half a chain or thereabouts, measured in a southerly direction from the entrance to Manor House in that road.

In the North Wingfield-road, at Grasshill, from a point 3 chains, or thereabouts, from and to the south of the north-west end of the row of houses at Grasshill, for a distance of 3 chains, measured in a southerly direction.

In the Clay Cross-road from a point distant  $6\frac{1}{2}$  chains from the termination of the Tramway, for a distance of 3 chains, measured in a northerly direction.

Tramway No. 2. A tramway situate wholly in the said township of Hasland and parish of Chesterfield, commencing by a junction with Tramway No. 1 at the junction of the said North Wingfield-road, and Mansfield road, and passing into a south-easterly direction along and terminating in the said Mansfield-road, at a point 1 chain from the centre of the Corbridge, measured in a north-westerly direction.

Tramway No. 2 will be a single line except at the following places, where it will be a double line:—

From its commencement for a distance of 3 chains, measured in a south-easterly direction from a point distant 1 chain from the entrance to Brunt's Farm for a distance of 4 chains, both measured in a south-easterly direction.

From a point distant 1 chain from the termination of the tramway, for a distance of 3 chains, measured in a north-westerly direction.

Each of the tramways will be constructed upon a gauge of 3 feet 6 inches, and it is not intended to run on the tramways carriages or trucks adapted for use on railways.

At the following places it is proposed to lay the Tramway No. 1, 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 hereinafter mentioned, and the nearest rail of the tramway:—

In South-street on the east side from its junction with the said street known as Low-pavement to its junction with Beetwell-street.

In Beetwell-street on the north side the whole length of the street to its junction with Lords Mill-street.

In Lords Mill-street, on the east side from its junction with Beetwell-street to a point about 40 links distant from the centre of the railway bridge, carrying the Brampton Branch of the Midland Railway Company over the said street, and from a point distant about 3 chains from the centre of Lords Mill Bridge, measured in a northerly direction to a point distant 1 chain from the centre of the aforesaid bridge, measured in a southerly direction.

In Mansfield-road on the north-east side, from a point distant half a chain from the centre of the bridge over the brook at Whitehouses, measured in a northerly direction to a point half a chain from the aforesaid centre, measured in a southerly direction.

In North Wingfield-road on the east side, from

its point of junction with the Mansfield-road to a point about 2 chains distant from the entrance to the Manor House at Hasland Green, measured in a northerly direction.

From a point about 6 chains distant from the entrance to the aforesaid Manor House, measured in a southerly direction to a point opposite the northern end of the cottages at Grasshill.

From a point distant 8 chains from the southern end of the aforesaid cottages, measured in a southerly direction, to a point opposite the road leading to Birchhill-terrace.

From a point opposite the south-east corner of the Boot and Shoe Public-house to a point opposite the northern corner of Speedwell-row.

From a point distant 3 chains north of the point where the railway leading to Alma Colliery crosses on the level the said North Wingfield-road to a point 1 chain south of the aforesaid point of crossing; and

From a point 1 chain south of the south-west corner of the southernmost garden fence at Ling's Cross-rows to a point about 6 chains south of the Gate Inn.

It is intended to use animal, steam, mechanical, or other power for moving carriages or trucks on the tramways.

2. To authorise the Company from time to time to enter upon, open, and break up the surface of and to alter, stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, sidings, bridges, ways, footpaths, rivers, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in the place, or for the purposes of the Bill.

3. To enable the Company for the purposes of the proposed tramways and works, or other the purposes of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

4. To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works by carriages passing along the same, and for the conveyance of passengers, goods, merchandise, minerals, animals, or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

5. To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and place upon or along which any of the proposed tramways and works may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

6. 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 works, and the ownership and disposal of any surplus paving or metalling, or materials.

7. To reserve to the Company the exclusive right of using on the proposed tramways and works carriages with flange wheels or other

wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

8. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways and works by persons or corporations, other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such persons and corporations.

9. To make provisions for regulating the passage of passengers or other traffic (whether of the Company or not) along the streets, roads, or places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all any such traffic, and to enable the Company and the respective street or road authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

10. To authorise the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of their 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.

11. To enable the Company 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 of the parishes, townships, or places hereinbefore mentioned, 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.

12. To empower the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Chesterfield, and any other bodies or persons having respectively the duty of directing the repairs or the control or management of any streets or roads along which the tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the widening and improving, and 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, and works connected therewith, and for facilitating the passage of carriages and traffic over, and along the same.

13. To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made for any of the purposes in this notice mentioned.

14. To authorise the Company to hold, acquire, and use patent and other rights or licences relating to motive power or otherwise.

15. 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 and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

16. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary, any local and personal Acts and Provisional Orders which may be affected by the Bill.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works, 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 Derby, at his office at Derby; and that on or before the same day a copy of so much of such plans, sections, and book of reference respectively, as relates to each parish or extra-parochial place, from, in, through, or into which the proposed tramways and works will be made or pass, or in which any lands or houses to be taken under the powers of the Bill are situate, will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and on or before the 21st day of December next, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1886.

*Barristers and King*, 13, John-street, Bedford-row, London, W.C., Solicitors for the Bill.

In Parliament.—Session 1887.

North-Eastern Railway.

(Construction of New Railways in the County of Durham and at Selby and Hull; Purchase of Lands at Haswell; Running Powers over Railways at Hull; Additional Capital; Amendment of Acts.)

**N**OTICE 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):—

To empower the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all requisite stations, sidings, approaches, roads, staiths, spouts, shipping places, works and conveniences connected therewith (that is to say):—

1. A Railway, No. 1, commencing in the township and parish of Gateshead by a junction with the Company's Team Valley Railway at or near the bridge over that railway at the north end of the Low Fell Station, and terminating in the said township and parish of Gateshead on the southern foreshore of the River Tyne at a point about 5 chains measured in a westerly direction from the Newcastle-upon-Tyne and Gateshead Gas Company's jetty.

1a. A Railway, No. 1a, commencing in the township and parish of Whickham by a junction with Railway No. 1 at a point in a field numbered on the Ordnance Map scale  $\frac{1}{2500}$  408 in that township about 5 chains south of the River Team, and terminating in the said township and parish of Whickham by a junction with the Company's Redheugh Branch Railway at a point about 4 chains west of the bridge carrying that branch over the River Team.

2. A Railway, No. 2, situate wholly in the parish of Chester-le-Street, commencing in the township

of Chester-le-Street by a junction with the Company's Pontop and South Shields Branch Railway at or near the bridge carrying the public highway from Chester-le-Street to Pelton over that branch, and terminating in the township of Harraton by a junction with the said Team Valley Railway at or near the bridge carrying the waggon way called or known as the Beamish Waggon Way over that railway.

3. A Railway, No. 3, commencing in the township of Kyo and parish of Lanchester by a junction with the said Pontop and South Shields Branch Railway at or near the point of junction with that branch of the Company's Annfield Plain Deviation Railway and terminating in the township and parish of Chester-le-Street by a junction with the said Pontop and South Shields Branch Railway at the point of commencement as hereinbefore described of Railway No. 2.

The before-mentioned intended railways will be made or pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following or some of them (that is to say): Gateshead, Whickham, Dunston, Lamesley, Birtley, Chester-le-Street, Harraton, Kibblesworth, Ouston, Pelton, Urpeth, Hedley, Tanfield, Edmondsley, Langley, Greencroft, Kyo, and Lanchester, all in the county of Durham.

4. A Railway, No. 4 (being in substitution for a portion of the Company's existing railway), situate in the township and parish of Selby, in the West Riding of the county of York, and in the township of Barlby and parish of Hemingbrough, in the East Riding of that county, commencing in the said township and parish of Selby by a junction with the Company's existing railway at a point about 6 chains measured in a south-westerly direction along the existing railway from the bridge carrying that railway over the River Ouse and terminating in the said township of Barlby and parish of Hemingbrough by a junction with the Company's Hull and Selby Railway at a point thereon about 26 chains measured along that railway in a north-easterly direction from the said bridge over the River Ouse, with power to the Company to abandon or discontinue the use of and to sell the site of all or part of their existing railway situate between the aforesaid points of commencement and termination of Railway No. 4, and with power to remove the said existing bridge over the River Ouse.

5. A Railway, No. 5, situate wholly in the parish of Sutton, in the town and county of the town of Kingston-upon-Hull, in the East Riding of the county of York, commencing by a junction with the Company's Victoria Dock Branch Railway on the east side of the River Hull at a point about 5 chains east of the bridge carrying that branch over the said river, and terminating by a junction with the Hull, Barnsley and West Riding Junction Railway at a point about 1 chain northwards of the bridge carrying that railway over the Company's Hull and Hornsea Branch Railway.

To authorise the Company to purchase and take by compulsion or agreement lands, houses and buildings, or any estates or interests in or easements over lands, houses, and buildings situate in the before-mentioned parishes, townships, extra-parochial and other places for the purposes of the proposed railways and works. And also to purchase and take by compulsion or agreement for the purpose of the Haswell Branch of the Company's Durham and Sunderland Railway, the lands following, or some part thereof, or any estates or interests in or easements over the same (that is to say):—

Certain lands in the township of Haswell and

parish of Easington, in the county of Durham, forming the site of part of the said Haswell branch, and extending in a southerly direction for a distance of about 55 chains from the point where the road leading from South Hetton to High Fallowfield Farm crosses the said branch on the level to the junction with the said branch of the Company's Hartlepool Railway.

To empower the Company 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 alter, vary or extinguish all existing rights of way, and other rights, privileges and exemptions on, over or connected with any lands, houses and buildings 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, alter or extinguish other rights, privileges and exemptions.

To authorise the crossing, diverting, altering or stopping up, whether temporarily or permanently, of all turnpike roads, highways and other roads, footpaths, rivers, streams, railways, wagonways, tramways, bridges and other works within or adjoining to the before-mentioned parishes, townships, and extra-parochial or other 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.

To empower the Company to levy tolls, rates and duties for or in respect of the use of the proposed railways and works, or any of them, and to alter existing tolls, rates and duties, and to confer, vary or extinguish exemptions from the payment of tolls, rates and duties.

To empower the Company 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 intended Act, to run over, work and use with their engines, carriages and wagons, and officers and servants 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 Hull, Barnsley, and West Riding Junction Railway and Dock Company, situate between the termination of the proposed Railway No. 5, and the Docks of that Company, together with the stations, roads, platforms, quays, points, signals, water, water-engines, engine-sheds, standing room for engines, offices, warehouses, sidings, junctions, works and conveniences of or connected with the said railways or docks.

To empower the Company to increase their capital and to raise further sums of money for all or any of the purposes of the intended Act and for the general purposes of the Company, 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, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

And it is proposed by the intended Act, if need be, to alter, amend, extend and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): 17 and 18 Vict., cap. 211. 26 and 27 Vict., cap. 122, 28 Vict., cap. 111, and 37 and 38 Vict., cap.

105 respectively relating to the Company and their Undertaking, and 43 and 44 Vict., cap. 199, and any other Acts relating to the Hull, Barnsley and West Riding Junction Railway and Dock Company, and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to alter, amend, or repeal for the purposes of the intended Act, and to make other provision in lieu of the provisions so altered, amended or repealed.

And notice is hereby further given, that on or before the 30th 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 this notice 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 Durham, with the Clerk of the Peace for that county, at his office, in the city of Durham; as regards the works partly in the West Riding of the county of York and partly in the East Riding of that county, with the Clerk of the Peace for the said West Riding, at his office at Wakefield, and with the Clerk of the Peace for the said East Riding at his office at Beverley; and as regards the works in the town and county of the town of Kingston-upon-Hull, with the Clerk of the Peace for the said town 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; and that on or before the said 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 proposed works are intended to be made or lands taken, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of such parish at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish at his place of abode.

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, 1886.

*Geo. S. Gibb*, York, Solicitor.

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

Board of Trade.—Session 1887.

Weston-super-Mare Tramways.

(Extension of time for completion of authorized Tramways; Abandonment of portion and alteration of other portions of authorized Tramways; New Tramways; Tolls, Rates, and Charges; Gauge; Power to use Steam or other Mechanical Power; Amendment or repeal of the Weston-Super-Mare Tramways Order, 1882; and for other purposes.)

**N**OTICE is hereby given that application will be made to the Board of Trade on or before the 23rd day of December 1886, under the provisions of the Tramways Act, 1870, for a Provisional Order for the following purposes, namely:—

To extend the time limited by the Weston-super-Mare Tramways Order, 1882, (hereinafter referred to as the Order of 1882), and prolonged from time to time by subsequent Orders of the Board of Trade for the completion of the tramways, or some, or some portions of the tramways authorized by the Order of 1882, and to enable the Weston-super-Mare Tramways Company, Limited (hereinafter referred to as "the Company") to abandon so much of the authorized

Tramway No. 3 as lies between the point of commencement of that tramway and the point of termination in Knightstone-road of the intended Tramway No. 5 hereinafter described.

To alter and vary the authorized Tramways Nos. 1 and 2, and so much of the authorized Tramway No. 3 as will not be abandoned, and to make and maintain the same in accordance with the amended descriptions thereof hereinafter contained, together with the authorized Tramway No. 4, and the new tramways also hereinafter described, that is to say:—

Tramway No. 1. Commencing in the centre of Locking-road, opposite the "Prince of Wales" public-house in that road, passing along the said Locking-road into Regent-street, and terminating at or near the point in the street or roadway where Regent-street forms a junction with the Esplanade.

Tramway No. 1 will be double line, except at the following points, where it will be a single line.

In the Locking-road for a distance of 50 feet from its commencement.

In Regent-street, from a point 170 feet from the corner of Walliscote-road, measured in a westerly direction for a distance of 6·30 chains, measured in the same direction.

And will be laid along Regent-street, 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 and the nearest rail of the tramway at the following points.

From a point 265 feet from the corner of Walliscote-road, measured in a westerly direction for a distance of 240 feet in the same direction on both sides of the road.

From the termination of the tramway for a distance of 555 feet, measured in an easterly direction on both sides of the road.

Tramway No. 2. Commencing, by a junction with Tramway No. 1, at or near a point in the street or roadway where Locking-road joins Regent-street, passing along Regent-street and thence into Walliscote-road, and the road known as Station-road, leading to the Great Western Railway Station yard, and terminating in the centre of the last-mentioned road opposite the gate of the said yard.

Tramway No. 2 will be double line except at the following points, where it will be single line.

From its termination for a distance of 66 feet, measured in a westerly direction.

From a point 235 feet from its termination measured in a westerly direction for a distance of 5·30 chains.

And will be laid along Station-road, 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 and the nearest rail of the tramway

From a point 100 feet from the termination of the said tramway, for a distance of 100 feet, measured in a westerly direction on the north side of the road.

Tramway No. 3. Commencing by a junction with Tramway No. 1 at the junction of Locking-road with Regent-street, passing along Regent-street, Orchard-street, The Boulevard, Waterloo-street, South Parade, Knightstone-road, Birnbeck-road, and Pier-road, and terminating in Pier-road at a point 9 feet east of the northern toll-house of the Weston-super-Mare Pier.

Tramway No. 3 will be single line except at the following places, where it will be double line:—

In Waterloo-street, for a distance of 2·50 chains, measured in an easterly direction from a point 50 links east of the point where High-street intersects Waterloo-street.

From its point of intersection with Tramway No. 5 hereinafter described, for a distance of 2 furlongs 1·35 chains measured in a north-westerly direction, and from a point 3 furlongs 2·40 chains from its point of intersection with Tramway No. 5, for a distance of 2·50 chains measured in a westerly direction.

From a point 50 feet from its termination for a distance of 6·20 chains measured in a southerly direction.

And will 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 and the nearest rail of the tramway, that is to say,

In Orchard-street from a point 5 chains from the commencement of the tramway, to a point 15 chains north from the commencement on both sides of the road.

In Birnbeck-road, from a point opposite to the commencement of Claremont-crescent, to a point opposite the commencement of Pier-road, on both sides of the road.

Tramway No. 4. Commencing by a junction with Tramway No. 3 at or near a point in the Knightstone-road, 1 chain or thereabouts east from the junction of the Knightstone-road with the road leading to the Knightstone-baths, passing along the said Knightstone-road into and across the foreshore, and terminating on the said foreshore at or near a point 9 chains and 40 links or thereabouts south-west from the point of commencement of the said tramway as above described, adjoining the wall of the aforesaid road leading to the said Knightstone-baths. Tramway No. 4 will be single line throughout.

Tramway No. 5 (new line). Commencing by a junction with Tramway No. 1 at its termination, passing along the Esplanade-road into Knightstone-road, and terminating in that road at a point 120 feet from the Fountain measured in a north-westerly direction. Tramway No. 5 will be double line throughout.

Tramway No. 6 (new line). Commencing by a junction with Tramway No. 2 at its termination, passing along the Great Western Station-yard and terminating in that yard 27 feet from the north-west corner of the station building. Tramway No. 6 will be a double line except between the following points where it will be a single line: from its point of commencement for a distance of 2 chains 5 links; from its point of termination for a distance of 75 links.

In the foregoing descriptions of the intended tramways a distance given with reference to a street or road which intersects or joins a street or road in which the tramway is to be laid, is to be taken as measured from the point at which 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 is to be taken (unless the contrary is stated) as being opposite the centre of the street.

All the tramways above described will be situate within the parish of Weston-super-Mare, in the county of Somerset. It is intended to employ steam or other mechanical power for moving carriages or trucks upon the tramways.

The Provisional Order will provide that the tramways shall be constructed on a gauge of 3 feet 6 inches, and that so much of section 34 of the Tramways Act, 1870, as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not apply to carriages used on the proposed tramways.

And will empower the Company to employ steam or other mechanical power for moving carriages or trucks upon the tramways.

To purchase or acquire by agreement for the purposes of their undertaking lands and houses and easements therein, and to erect offices, buildings, and other conveniences on any lands so purchased or acquired.

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 and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To make and maintain, and from time to time to alter and reconstruct such crossings, passing places, sidings, junctions, turnouts, and conveniences as may be requisite for the efficient working of the tramways, or for facilitating the passage of traffic along the streets through which the tramways pass, or for providing access to any stables, carriage sheds, works, or buildings of the Company.

To enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, pavements, thoroughfares, water courses, sewers, drains, water-pipes, gas-pipes, telegraph and telephone pipes and wires and apparatus within the said parish for the purpose of constructing, maintaining or altering the intended tramways and works, or for substituting others in their places, or for any other purpose of the undertaking.

To make in any adjacent street, road, or thoroughfare, and to maintain as long as may be necessary a temporary tramway or temporary tramways in lieu of any tramway or part of a tramway, which may have to be removed, or the use of which may have to be discontinued by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare on which such tramway or part of a tramway is laid.

To enter into and carry into effect contracts or agreements with the local authorities having the control or management of the streets or roads along which the tramways are laid with respect to the alteration of the width or levels of any such streets or roads or the foot pavements thereof, or the construction, maintenance, and working of the tramways, and for facilitating the traffic over and along the same.

The Provisional Order will 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 confer other rights and privileges, and will, if necessary, repeal or amend the Order of 1882 or some part or parts thereof.

On or before the 30th day of November, 1886, plans and sections of the proposed tramways and works will be deposited at the Office of the Board of Trade, and, for public inspection, with the Clerk of the Peace for the county of Somerset, at his office at Wells, in that county, with the Clerk of the Weston-super-Mare Board of Health, at his office at Weston-super-Mare, with the Clerk of the Urban Sanitary Authority of Weston-super-Mare, at his office there, and

with the Clerk of the said parish of Weston-super-Mare at his residence. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons applying for them at the office of Messrs. C. J. Hanly and Co., Parliamentary Agents, 2, Princes-street, Great George-street, Westminster, S.W.

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 of January next, and copies of such representations or objections must at the same time be sent to the promoters, at the aforesaid office of Messrs. C. J. Hanly and Co., 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 their agents.

Dated this 19th day of November, 1886.

*Baker, Son, James, and Reed, Weston-super-Mare, Solicitors for the Provisional Order.*

*C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.*

In Parliament.—Session 1887.

North Western and Ealing Railway.  
(Incorporation of Company; Construction of Railways from the London and North Western Railway at Willesden, in the county of Middlesex, to Ealing; Special Powers to Limited Owners; Working and other Agreements, with Powers of Construction; Subscription, Guarantee, Raising, and Application of Funds, and other Powers to and Running Powers and Facilities over Railways and Works of the London and North Western Railway Company; Agreements with and Powers of Construction, and Appointment of Directors; Other Powers; Amendment or Repeal 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 the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, together with all proper and necessary stations, sidings, junctions, approaches, communications, works, and conveniences connected therewith, or incidental thereto, respectively (that is to say):—

A railway commencing in the parish of Hammersmith, in the county of Middlesex, by a junction with the Hampstead Junction Line of the London and North-Western Railway at a point 235 yards or thereabouts, measured in a north-easterly direction along that railway, from the centre of the bridge carrying that line over the Grand Junction Canal, which bridge is adjacent to the bridge carrying Old Oak-common-lane over the said canal, and terminating in the

parish of Ealing, in the said county of Middlesex, at a point in the western fence of a field numbered 133 on the Ordnance Survey map of that parish, to the scale of 25·344 inches to a statute mile, which field is occupied by William Fisher, which point is 7 chains or thereabouts, measured in a south-westerly direction, from the junction of St. Stephen's-road with Drayton-green-lane North, and is also  $4\frac{1}{2}$  chains or thereabouts, measured in a north-westerly direction, from the junction of Argyle-road with Drayton-green-lane North aforesaid.

Which said intended railway will pass from, through, or into all or some of the following parishes (that is to say):—Hammer-smith, Acton, and Ealing, all in the county of Middlesex.

2. To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railway and works, or any part or parts thereof; to alter existing tolls, rates, and duties; and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

4. To enable and authorise any tenant for life or other person having a limited estate or interest in any lands, which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railway, or any part or parts thereof, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railway, or any part or parts thereof, or any such station, siding, road, approach, buildings, works, or conveniences, either without payment or other consideration, or for such consideration, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

5. To authorise the Company on the one hand, and the London and North-Western Railway Company on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to, the construction, working, use, management, or maintenance, by the London and North-Western Railway Company of the intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of such railway and works, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of

the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, by either of the contracting Companies to the other 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 Bill may be made.

6. To authorise the London and North Western Railway Company to subscribe and contribute funds towards the making and maintaining of the intended railway and works, or any part or parts thereof, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes, and for other the purposes of the Bill, to apply their respective funds and revenues, and to raise more money by the creation of new shares or stocks in their undertaking, either with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capital, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railway and works, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the London and North Western Railway Company to appoint directors of the Company.

7. To empower the Company, and all companies and persons lawfully working or using the intended railway 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 Bill, the railways and portions of railways hereinafter mentioned, together with the stations, platforms, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signal points, buildings, machinery, works, and conveniences on or connected therewith respectively (that is to say):—

So much of the Hampstead Junction Railway of the London and North Western Railway Company as lies between the junction therewith of the proposed railway and the Willesden Junction station, with the use of that station.

And to require and compel the London and North Western Railway Company, or other the Company or Companies owning or working the said railways, or portions of railways respectively, 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 duties in respect of passengers and traffic conveyed by them over the before-mentioned railways and portions of railways respectively, or any part or parts thereof, under the powers of the Bill, and if need be to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon, or in respect of the said railways and portions of

railways respectively, and the works and conveniences connected therewith.

8. To authorise agreements between the Company and the other Company named in this notice, with respect to or in connection with the objects and purposes of the Bill, and to confirm and give effect to any such agreements which may have been or may be made prior to the passing of the Bill.

9. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

10. To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the Bill, to alter rates, tolls, and duties, and to confer other exemptions, and to make all such provisions as may be necessary or incidental to such objects.

11. To alter, amend, extend, and enlarge, or to repeal, as far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them (that is to say): the Act 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railway and works, together with books of reference to such plans, and, ordnance map, with the lines of the intended railway delineated thereon, 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 Clerkenwell; and that on or before the 30th day of November instant a copy of so much of the plans, sections, and books of reference respectively, as relates to each parish or extra-parochial place in or through which the intended railway and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

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 10th day of November, 1886.

*Burchell and Co.*, 5, The Sanctuary, Westminster.

*J. Hutchinson Driver*, 7, Whitehall-place, Westminster.

In Parliament.—Session 1887.

Golden Valley Railway.

(Additional Capital; Extension of Time for Completion of Works; Working and other Agreements with the Midland Railway Company; Amendment of Acts.)

NOTICE is hereby given, that the Golden Valley Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act for the following purposes or some of them, that is to say:—

To authorise the Company to raise additional capital for the purposes of their Undertaking, by

the creation and issue of new shares or stock with or without a preferential dividend or other rights or privileges attached thereto, and by borrowing on mortgage and by the creation and issue of debenture stock, or wholly or partly by one or more of such means as may be authorised or prescribed by the intended Act, any such new debenture stock if and when created and issued to rank after any debenture stock issued or created before the passing of this Act.

To extend the time limited by the Golden Valley Railway (Hay Extension) Act, 1884, for the completion of the railways and works by that Act authorised.

To enable the Company on the one hand, and the Midland Railway Company on the other hand, to make and carry into effect and vary and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the Company's railway, or some part or parts thereof, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect to 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 Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights or privileges which would in any way interfere with the objects aforesaid, and to confer other rights and privileges.

To alter, amend, vary, extend, or enlarge all or some of the provisions of the local and personal Acts following, or any of them, that is to say, the 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company, the Golden Valley Railway Act, 1876, the Golden Valley Railway (Extension to Hay) Act, 1877, the Golden Valley Railway Act, 1882, and the Golden Valley Railway (Hay Extension) Act, 1884.

Printed copies of 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 11th day of November, 1886.

*Fowler and Co.*, 2, Victoria Mansions, Westminster, Solicitors to the Company.

In Parliament.—Session 1887.

Metropolitan District Railway.

(Provisions as to Western and Eastern Joint Lines of the Metropolitan Railway Company and Metropolitan District Railway Company; Consolidation of Joint Committees, or Appointment of a new Joint Committee; Provisions as to Standing Arbitrator; Powers to the Railway Commissioners to fix certain Rates and Fares, and to determine disputes in regard to working and accommodation of interchange traffic upon the lines of those Companies; Powers to Sell and Lease Lands and Easements over Railways of the said two Companies or either of them; Extension of time for completion of Acton Junction Railway and West Brompton Junction Railway; 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 Metropolitan District

Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") to effect all or some of the following, among other purposes:—

1. To repeal, amend, alter, or vary, to the extent and for the purposes hereinafter mentioned, the Metropolitan Railway Act, 1872, and the Agreement between the Company and the Metropolitan Railway Company scheduled thereto, the Metropolitan Railway Act, 1881, the Metropolitan Railway Act, 1882, the Metropolitan District Railway Act, 1873, the Metropolitan District Railway Act, 1882, the Metropolitan District Railway Act, 1884, the East London Railway Act, 1882, the East London Railway (Whitechapel Junction) Act, 1884, the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, the Metropolitan and District Railways (City Lines and Extensions) Act, 1881, the Metropolitan and District Railways (City Lines and Extensions) Act, 1882, or some of those Acts so far as they relate to or affect the lines of railway between High-street, Kensington, and South Kensington, including those stations, and the Gloucester-road Station (which railways and stations are in this Notice referred to as the Western Joint Lines), and also the said Acts so far as they relate to or affect the lines of railway and stations now maintained by and under the management of the Metropolitan and District Joint Committee, appointed under the said Act of 1879 (which railways and stations are in this Notice referred to as the Eastern Joint Lines), that is to say, in so far as such Acts relate to the two separate Joint Committees appointed by the Metropolitan Railway Company and the Company (in this Notice referred to as "the Two Companies") for the maintenance and management of the Western Joint Lines and Eastern Joint Lines and the powers vested in them respectively, and to the Standing Arbitrators appointed in pursuance of such Acts, or any of them, and to provide for the dissolution of the said two Joint Committees, and for the appointment in lieu thereof of one Joint Committee for the maintenance and management of the Western Joint Lines and Eastern Joint Lines, such new Joint Committee to consist of such number, and to be invested with the powers, so far as applicable, of the said two existing Joint Committees or with such other and further powers as may be agreed on between the two Companies or as may be provided and prescribed by the intended Act; or otherwise to dissolve the Joint Committee appointed and acting in pursuance of the Metropolitan Railway Act, 1872, and to vest all or some of their powers, rights, and authorities in the Joint Committee appointed and acting in pursuance of the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, and to confer upon such last-named Joint Committee all such other and further powers as may be agreed on between the two Companies, or as may be provided and prescribed by the intended Act.

2. To invest the Railway Commissioners with full powers, as Arbitrators, to fix and vary from time to time all rates and fares which, under the Metropolitan Railway Act, 1872, and the agreement scheduled thereto, as aforesaid, and also under the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, or any of them, the respective Joint Committees appointed and acting in pursuance of the said Acts and agreements have power to recommend or fix; and also to regulate the times of departure and arrival of the trains by which the interchange service of the two Companies is performed, in so far as the several matters aforesaid shall not be agreed on

between the two Companies, or between their representatives, at the meetings of the Joint Committee, to be appointed by, or who shall act in pursuance of the intended Act, and to decide all questions in difference between the said Companies, or the members of the said Joint Committee, with respect to the accommodation to be afforded to or by the two Companies, or either of them, for the running, working, and advertising of trains and traffic for or carried by such interchange service as aforesaid, and to provide for the determination by a Standing Arbitrator of all other questions in difference arising between the two Companies, or between their representatives, at the meetings of the said Joint Committee, and to make such further and other provisions as may be necessary or expedient, in regard to the administration, maintenance, and management of such joint lines and the through booking and interchange of traffic between the lines of the two Companies respectively.

3. To confer upon the Company, and the two Companies, further powers with reference to the sale or lease or other disposal of and the grant of easements and rights over or above their lands or railways, and to exempt the same or any part thereof from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to empower the Company, or the two Companies, to build, or grant, sell or demise the right to build over any parts of their tunnels and railways, or to grant any other right or easement in or over the same, and to make other provisions with regard to the matters aforesaid, and to confirm agreements and grants already made, or to be made in relation thereto, and if thought fit to enable the Company, or the two Companies, to declare such lands to be superfluous lands, and to deal with them accordingly.

4. To revive and extend the time and powers limited by the Metropolitan District Railway Act, 1882, for the completion of the Junction Railway secondly described in and authorised by Section 5 of the Metropolitan District Railway Act, 1878, and known by the name of the Acton Junction Railway, and also to extend and apply Sections 17 and 18 of the said Act of 1878 to the intended extension of time, and, if necessary, to release the Company from the operation of the last-named Sections.

5. To revive and extend the time and powers limited by the Metropolitan District Railway Act, 1883, for the completion of the West Brompton Junction Railway, described in and authorised by Section 5 of the Metropolitan District Railway Act, 1881, and also to extend and apply Sections 18 and 19 of the said Act of 1881 to the intended extension of time, and, if necessary, to release the Company from the operation of the last-named Sections.

6. To alter, vary, and extinguish all existing rights and privileges which may impede or interfere with the purposes of the intended Act, or any of them, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

7. To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions, or some of them of the following Acts, local and personal (that is to say): the Metropolitan Railway Company's Acts passed in each and every of the years 1854 to 1886, all inclusive, and all other Acts relating to or affecting the Metropolitan Railway Company, and 27 and 28 Vic., cap. 322. and all other Acts relating to or affecting the Company; the Metropolitan and District Railways (City Lines and Extensions) Act, 1879; the Metropolitan and District Railways (City

Lines and Extensions) Act, 1881; the Metropolitan and District Railways (City Lines and Extensions) Act, 1882; the East London Railway Act, 1882; and the East London Railway (Whitechapel Junction) Act, 1884.

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 20th day of November, 1886.

*Baxters and Co.*, 5 and 6, Victoria-street,  
Solicitors for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

London, Brighton and South Coast Railway.  
(Various Powers.)

(Extension of Time for Completion of Oxted and Groombridge Railway; Extension of Time for Completion of Junction Railways at Lewes; Stopping Level Crossings at Havant, Leatherhead, and Belmont Station; Construction of Bridge and Approaches at Belmont; Widening Bridge over Public Road at Bexhill; Further Guarantee of Interest or Dividend on Share Capital of Newhaven Harbour Company; Arrangements with the Western of France Railway Company; Further Consolidation of Preference Stock; 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 London, Brighton and South Coast Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purpose:—

1. To extend the time limited by the Oxted and Groombridge Railway Act, 1881," and the "London, Brighton and South Coast Railway (Various Powers) Acts, 1884 and 1886," for the construction and completion of Railway No. 1 described in and authorised by Section 5 of the "Oxted and Groombridge Railway Act, 1881."

2. To extend the time limited by the "London, Brighton and South Coast Railway (Various Powers) Act, 1884," for the construction and completion of the railways at Lewes, referred to and described in Section 5 of that Act.

3. To enable the Company to stop up so much of the public footpath in the parish of Havant, in the county of Southampton, leading from the town of Havant to Lymbourn Spring and Pook-lane, as crosses on the level the "Hayling Branch Railway" belonging to the Company, about 150 yards south of the bridge carrying the public road leading from Havant to Chichester over the said railway, and to extinguish all rights of way over the said portion of footpath.

4. To enable the Company to stop up so much of the accommodation roadway in the parish of Cheam, in the county of Surrey, leading from Burdon-lane to the public highway leading from Sutton to Banstead, as crosses on the level the Company's Epsom Downs Branch Railway at the south end of the Belmont Station, and to extinguish all rights of way over the said portion of accommodation roadway, and to enable the Company to make and maintain a bridge over the said branch railway, with approaches thereto, commencing in the said parish of Cheam by a junction with the said accommodation roadway about 100 yards westward of the said railway, and terminating in the parish of Banstead by a junction with the said public highway immediately to the southward of the approach therefrom to the said station.

5. To empower the Company and the London and South Western Railway Company (hereinafter referred to as "the two Companies"), to stop up so much of the public footpath in the parish of Leatherhead, in the county of Surrey, leading from Kingston-road to Barnet Wood-lane as crosses on the level the Epsom and Leatherhead Railway belonging to the two Companies, about 14 chains north-east of the bridge carrying the Kingston-road over the said railway, and to extinguish all rights of way over the said portion of footpath.

6. To enable the Company to lengthen the archway which carries the Company's Brighton and Hastings Railway over a public highway in the parish of Bexhill, in the county of Sussex, leading from Bexhill to the seashore, situate about 310 yards westward of the booking office at Bexhill Station.

7. To confer further powers upon the Company with respect to guaranteeing dividend on share capital of the Newhaven Harbour Company.

8. To enable the Company to enter into agreements with the Compagnie des Chemins de Fer de l'Ouest (hereinafter called "the French Company") with respect to the ownership, management and maintenance of the fleet of steam vessels now carrying on, or which may hereafter be acquired for carrying on, the service between Newhaven and Dieppe, and with respect to the division of the revenue arising therefrom, and to enable the Company, by mortgaging the said vessels to the French Company, or in such other manner as the two Companies may agree upon, to secure to the French Company the amount representing their interest in the same, and to confirm and give effect to any agreement or arrangement between the Company and the French Company with reference to any of the matters aforesaid.

9. To authorise and provide for the conversion of certain 4 per cent. preference stocks of the Company, issued under the powers of the "London, Brighton and South Coast Railway Company (Capital) Act, 1882," and under the "South Eastern Railway (Various Powers) Act, 1882," respectively, into second consolidated 5 per cent. stock, of such nominal amount as will secure to the holders the same rate of interest as at present.

10. To enable the Company to apply to any of the purposes of the intended Act such portion of their corporate funds as they may think fit.

11. To enable the Company to purchase by compulsion or agreement any lands required by them for any of the purposes of the intended Act.

12. To vest in the Company the usual powers conferred on Railway Companies for the execution of works, and to incorporate with the intended Act any necessary provisions of the "Lands Clauses Consolidation Act, 1845," and the "Railway Clauses Consolidation Act, 1845," and the Acts amending the same.

13. The Bill will vary and extinguish any existing rights and privileges which would interfere with any of its objects, and, so far as may be necessary for the purposes aforesaid, may repeal, alter or extend any of the provisions of the 9 and 10 Vic., cap. 283, and any other Act or Acts relating to the Company; and the 4 and 5 Will. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company; and the 41 Vic., cap. 71, and all other Acts relating to the Newhaven Harbour Company.

14. Duplicate plans and sections showing the situation and levels of the intended works, and the situation of the said footpaths, also 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 the lands on which they are situate, 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 Southampton, at his office in Winchester, and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, and with the Clerk of the Peace for the county of Sussex, at his office at the Town Hall, Lewes, 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 which the said works or footpaths are situate, and a copy of this Notice will be deposited with the parish clerk of such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place at his residence.

15. 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, 1886.

*Norton, Rose, Norton, and Co.*, 6, Victoria-street, Westminster Abbey, S.W.,  
Solicitors for the Bill.

*Dyson and Co.*, 23 and 24, Parliament-street, S.W., Parliamentary Agents.

In Parliament.—Session 1887.

General Traction Company.

(Incorporation of Company for applying, working, and maintaining systems of haulage or traction (other than Steam Locomotives) on Railways, Subways and Tramways, provisions for adapting Railways, Subways and Tramways to that purpose, and laying down and supplying necessary works, machinery, and power; Powers as to Lands and as to patent and other rights; Application of Capital and power to Company to take and hold Shares and Securities of Owners and Lessees of Railways, Subways, and Tramways; Agreements between Company and such Owners and Lessees; Incorporation and Amendment of Acts.)

**N**OTICE 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 purposes, that is to say:—

1. To incorporate a Company and to confer upon the Company so to be incorporated (hereinafter referred to as "the Company"), all or some of the powers, and to enable them to carry into effect all or some of the objects and purposes hereinafter mentioned, that is to say:—

2. To empower the Company from time to time by agreement with any local authority, Corporation, Company, body and person, being the owners or lessees of any railway, subway or tramway, constructed, or to be hereafter constructed, under the authority of any Act of Parliament or Provisional Order already or hereafter to be granted (all of whom are included in the expression "owners and lessees" or "owners or lessees" hereinafter used), to adapt, convert, alter, and modify such railway, subway or tramway, or any part thereof, or any carriage or vehicle used thereon, so as to be worked by means of any system of haulage or traction (other than steam locomotives), which the Company may from time to time be authorized to use or employ for moving the carriages used thereon, including cables or the cable system.

3. To authorize and empower the Company,  
No. 25649.

and any owners and lessees with whom any such agreement may be made, or either of them, to execute all such works, and to lay down all such tubes, slots, wires, ropes, and other apparatus and machinery as may be necessary for adapting any railway, subway, or tramway to be worked by such system or systems as aforesaid, and to alter the permanent way, and road way, and road-bed of any railway, subway, or tramway, and to execute such works in such manner as may be necessary to enable such system to be substituted for the existing mode of working such railway, subway, or tramway; but under and subject to such terms, conditions, and restrictions, and such sanction, control, and supervision by the Board of Trade or such other authority as may be prescribed or provided for by the intended Act.

4. To authorize and empower the Company and any such owners and lessees as aforesaid, for the purpose of supplying and using any motive power necessary for the working of any such system or systems as aforesaid to place, construct, lay down, and erect in, upon, and under the permanent way, roadway, and road bed of any such railway, subway, or tramway, and between such railway, subway, and tramway and any lands belonging to, or held by, the Company, and any owners and lessees, or any of them, and in and upon such lands, all such machinery and apparatus as may be necessary for that purpose.

5. To empower the Company and any such owners and lessees as aforesaid, or any of them, to alter, modify, and relay any railway, subway, or tramway, which it may be necessary to alter, modify, or relay in giving effect to any such agreement, and for that purpose to exercise all or any of the powers hereinbefore referred to.

6. To empower the Company to purchase and acquire by agreement, or to take on lease, and to hold any lands or interests or easements in lands which they may require for the purposes of the intended Act, and to declare such purposes to be purposes for which any such owners and lessees may acquire lands by agreement.

7. To authorize the Company to manufacture, provide, purchase, let on hire, sell and supply, and any owners or lessees to purchase, acquire, take on hire, and use carriages, rolling stock, apparatus, appliances, works, and machinery of every description connected with any such system or systems as hereinbefore mentioned.

8. To authorize the Company to acquire work, and use, and to grant, sell, and let, and any owners or lessees to purchase, hire, work, and use any patents or licences for patents and other rights and privileges connected with the working of railways, subways, or tramways by any such system, or systems, as aforesaid, and to alter, vary, or extinguish any rights or privileges which would, or might, prevent or interfere with any of the objects aforesaid being carried into effect, and to confer all other rights and privileges necessary or expedient for carrying such objects into effect, or otherwise in relation thereto.

9. To empower the Company to raise and apply capital in or towards executing any works or carrying into effect any of the purposes hereinbefore referred to, and to advance money to any owners and lessees for that purpose, and to take and hold or sell and dispose of the shares, stocks, mortgages, debenture stock, or other securities of any such owners or lessees as aforesaid, and to empower any such owners or lessees to apply to the like purposes any capital, funds, rates, or money, or secu-

rities belonging to them or under their control.

10. To empower the Company on the one hand and any such owners and lessees as aforesaid on the other hand to enter into and carry into effect and to rescind and alter contracts and agreements with reference to all or any of the matters aforesaid, and such other agreements as may be necessary for giving effect to the purposes of the intended Act, and to empower the Company under any such agreement, and for the purposes thereof, to maintain, manage, work, and use any railway, subway or tramway to which such agreement relates, and to provide depôts, offices, officers, and servants for that purpose, and to take, levy, and recover and apportion tolls, rates, and charges in respect thereof, not exceeding the tolls, rates, and charges which the owners or lessees of such railway, subway, or tramways may be authorized to levy, demand, or recover, and otherwise to exercise in their own name and on their own authority any statutory or other powers possessed or enjoyed by such owners or lessees in relation to or in connection with any such railway, subway, or tramway, and to sanction, confirm, or give effect to any agreement or agreements already made, or to be hereafter made, with reference to all or any of the matters aforesaid.

11. To incorporate with the intended Act all or some of the provisions of the Tramways Act, 1870, with such alterations thereof as may be deemed desirable, and in particular to repeal or alter sections 43 and 44 of that Act, so far as the same relate to any works or property of the Company, and to any tramway in respect of which the Company may exercise the powers of the intended Act.

12. To alter and amend or repeal any provisions in any Act of Parliament or Provisional Order now in force prescribing or restricting the motive power to be used upon any railway, subway, or tramway which it may be necessary to alter, amend, or repeal, in giving effect to the objects and purposes of the intended Act.

13. Printed copies of 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 10th day of November, 1886.

*Fowler and Co.*, 2, Victoria Mansions,  
Westminster, Solicitors.

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

In Parliament.—Session 1887.

Abinger and District Water.

(Incorporation of Company for Supply of Water to Abinger and neighbouring parishes, &c., in the county of Surrey; Construction of Water Works in parish of Shere; Compulsory Purchase of Lands, Waters, &c.; Power to levy Rates, &c.; Provisions for Regulating, &c., Supply of Water; Agreements with and Powers to Sanitary Authorities and other Bodies; and other matters.)

**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 effecting the purposes or some of the purposes following, that is to say:—

(1) To incorporate a Company (hereinafter called "the Company"), and to enable the Company to supply water for public and private purposes to and within the parishes and places following, all in the county of Surrey, or some of them, or some part or parts thereof, that is to say:—

Abinger, Albury, Alford, Bramley, Capel, Dunsfold, Ewhurst, Hascombe, Ockley, Shere, and Wotton, and so much of the parish of Womersley as is not included within the limits of supply of the Cranleigh Water Company (Limited), as defined by the Cranleigh Water Order, 1886.

(2) To empower the Company to construct and maintain the following works wholly in the said parish of Shere, that is to say:—

A tunnel or adit wholly situated in Hurt Wood, commencing at a point 47 chains, or thereabouts, measured in north-eastwardly direction, from the point at which the boundaries of the parishes of Albury, Cranley, and Shere meet (which point of commencement is also 25 chains measured in a due easterly direction from the boundary between the parishes of Shere and Albury), proceeding thence for a distance of 40 chains, or thereabouts, in a due southerly direction, and there terminating.

An aqueduct, conduit, or line of pipes, commencing at the point of commencement of the tunnel or adit hereinbefore described, and terminating in the road leading from the cottages known as "Bentley Cottages," past Hound House, to the village of Shere, at a point in the said road nineteen chains, or thereabouts, measured in a northerly direction from the Ordnance bench mark on the westernmost wall of the said cottages, together with all proper and necessary embankments, filtering beds, softening tanks, dams, gauges, drains, sluices, catchpits, conduits, culverts, channels, wells, cuts, adits, aqueducts, tunnels, roads, approaches, apparatus, engines, works, and conveniences connected with the proposed works, or any of them, or incidental thereto, or necessary or convenient for inspecting, maintaining, cleansing, repairing, conducting, or managing the same.

(3) To empower the Company to deviate from the lines and levels of the intended works as shown on the plans and sections thereof, to be deposited as hereinafter mentioned, to any extent which may be prescribed by the intended Act, and to incorporate with the intended Act, and apply to the works to be thereby authorised, the provisions of "The Railways Clauses Act, 1845," with reference to the temporary occupation of lands near the railway during the construction thereof.

(4) To authorise the Company to lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works for the supply of water in any of the parishes and places before mentioned, and for that purpose to cross, break up, open, alter, divert, or stop up and interfere with, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, sewers, drains, pipes, rivers, streams, brooks, and watercourses.

(5) To purchase either by compulsion or agreement, and to take on lease and to hold lands, houses, springs, streams, water and other hereditaments, and any estate, right, interest, or easements therein in or near the several parishes and other places before mentioned, or some of them, for the purposes of the said waterworks, or of the intended Act, and to collect, take, and use by, and in, and for the purposes of the intended works, and to distribute all or any springs and waters on or near the site of any of such works, or in or under any lands for the time being of the Company, and the Bill will or may vary or extinguish any rights or privileges.

connected with any such lands, houses, springs, streams, or waters.

(6) To empower the Company to supply water by measure, and to sell or to let or provide or hire cisterns, tanks, meters, fittings, and other apparatus.

(7) To enable the Company to demand, levy, and recover rates, rents, and charges, differential or otherwise, for or in respect of the supply of water, and for the sale and letting for hire of meters, fittings, instruments, pipes, and other apparatus, and to confer exemptions from the payment of rates, rents, and charges.

(8) To make effectual provision for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, misuse, and undue consumption of their water, and for imposing penalties in respect of all or any such matters.

(9) To enable the Company on the one hand, and any other company, sanitary authority, public body, officers, or persons on the other hand, to enter into and carry into effect contracts and agreements for or with respect to the supply by the Company to any such company, sanitary authority, or public body, officers, or persons, of water, in bulk or otherwise, for domestic, public, sanitary, trading, or other purposes, whether within or without the Company's limits of supply as above defined, and to confer upon any such company, sanitary authority, public body, officers, or persons respectively all necessary powers in that behalf, and to authorise them to apply their respective funds, revenues, and rates to the purposes of any such contract or agreement, and to sanction and confirm any such contract or agreement already made, or which prior to the passing of the intended Act may be made with respect to the matters aforesaid.

(10) 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 intended Act, and to confer other rights and privileges.

(11) 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 lines and levels thereof, the plans showing also the lands intended to be compulsorily taken under 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 Surrey, at his office at the Sessions House, Newington Causeway, in that county, and with the parish clerk of the said parish of Shere, 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 19th day of November, 1886.

*Hart, Hart, and Marten*, Dorking, Solicitors for the Bill.

*Rees and Frere*, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1887.

Shanklin and Chale Railway.

(New Branch Railways; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Application of Funds and Increase of Share and Loan Capital; Payment of Interest out of Capital; Working and Traffic Agreements; Running Powers over Portions of other Railways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Shanklin and Chale

Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

To authorise the Company to make and maintain the railways in the Isle of Wight next hereinafter described, with all proper stations, approaches, sidings, junctions, and other works and conveniences connected therewith respectively, viz.:—

1. A Railway No. 1 commencing in the parish of Godshill, by a junction with the authorised Shanklin and Chale Railway at a point in the field numbered 24 in the said parish on the deposited plans referred to in the Shanklin and Chale Railway Act, 1885, such point being one chain or thereabouts westward of the occupation road across the said field, and 8 chains or thereabouts southward of the junction of that occupation road with the public road from Sandford to Godshill, thence passing from, in, through, or into the parishes of Godshill and Arreton, and terminating in the parish of Arreton by a junction with the Isle of Wight (Newport Junction) Railway at a point 12 chains, or thereabouts, measuring in an easterly direction from the bridge carrying the road from Arreton to Little Budbridge over the last-mentioned railway.

2. A Railway No. 2, wholly in the said parish of Godshill, commencing by a junction with the intended Railway No. 1 at a point in and distant  $7\frac{1}{2}$  chains or thereabouts, in a northerly direction from the southernmost corner of a field belonging to and in the occupation of M. Spartelli, and numbered 482 on the 25-inch ordnance map, and terminating by a junction with the authorised Shanklin and Chale Railway, at a point in a field belonging David Henry Gillingham, and in the occupation of F. Creeth, which field is numbered 19 on the deposited plans referred to in the Shanklin and Chale Railway Act, 1885, and numbered 544 on the 25-inch ordnance map, such point being distant 3 chains or thereabouts, measuring in a north-easterly direction from the southernmost corner, and a like distance measuring in an easterly direction from the westernmost corner of the said field.

3. A Railway No. 3 wholly in the parish of Newchurch, commencing by a junction with the authorised Shanklin and Chale Railway, at a point on the eastern side of and adjoining the public road from Brading to Wroxall, distant 10 chains or thereabouts, measuring in a southerly direction from the junction of that road with the road to Sandford, and terminating by a junction with the Isle of Wight Railway at a point distant 15 chains or thereabouts, measuring in a north-easterly direction from the point where the road leading to Yard Farm crosses that railway.

The Bill will authorise the Company to exercise the powers and effect the objects following, or some of them:—

To deviate laterally from the lines and vertically from the levels of the intended railways shown on the plans and sections deposited as hereinafter mentioned, to such extent in either case as may be provided by the Bill, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To cross, divert, alter, or stop up, temporarily or permanently, all such turnpike and other roads, streets, highways, bridges, pipes, wires, telegraph and electric apparatus, rivers, streams, watercourses, sewers, drains, railways, and tramways within the aforesaid parishes, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended railways and works.

To purchase and take by compulsion or agreement lands, houses, and other property, for the

purposes of the intended railways and works and to acquire for such purposes rights and easements in and over lands, and to purchase and acquire a part or parts only of any house, building, manufactory, or premises without being required or compelled to purchase the whole, and to vary or extinguish all rights and privileges connected with the lands, houses, and property so purchased or taken.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and also upon or in respect of the portions of other railways proposed to be used by the Company as hereinafter mentioned, to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties.

To apply to the purposes of the intended railways and works, and other purposes of the Bill, any capital or funds which they have raised, or are authorised to raise, and for such purposes and the general purposes of their undertaking to raise additional capital by the creation of new shares or stock with or without preference or priority in payment of dividend, and by borrowing on mortgage or by the creation and issue of debenture stock.

The Bill will also authorise the Company out of moneys to be raised by them under the powers of their Act of 1885, or of the Bill, to pay interest or dividend to the shareholders on the sums from time to time to be paid up on their shares prior to the completion and opening of their railways, or for such other period as may be limited by the Bill.

To authorise the Company and any company or persons working or using the railways of the Company, or any part thereof, by agreement or otherwise, and on such terms and conditions and on payment of such tolls, rates, and charges, as may be agreed upon or settled by arbitration or prescribed by the Bill to run over, work over, and use with their engines, carriages, and wagons, officers, and servants, for the purposes of traffic of every description, the following portions of railway:—

- (a) So much of the Isle of Wight Railway as is situated between the junction therewith of the intended Railway No. 3 and the termination of that railway at Ventnor, including the station there.
- (b) So much of the Isle of Wight Railway as is situated between the junction therewith of the Company's railway authorised by the Shanklin and Chale Railway Act, 1885, and Shanklin Station including that station.
- (c) So much of the Isle of Wight (Newport Junction) Railway as it situated between the junction therewith of the intended Railway No. 1 and Newport, including the station there, and the connection and junction with the Cowes and Newport Railway.

Together with the use of all other stations and the approaches, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, sheds, sidings, junctions, machinery, works, and conveniences of or connected with the said portions of railways and stations.

The Bill will authorise the Company on the one hand, and the Isle of Wight Railway Company, the Isle of Wight (Newport Junction) Railway Company, the Cowes and Newport Railway Company, and the Freshwater, Yarmouth and Newport Railway Company, or any one or more of those Companies, on the other hand, to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the railways of the Company, or

any part or parts thereof, the supply of engines, rolling or working stock and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on those railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic, coming from or destined for the respective railways of the contracting companies; the fixing, levying, division, and appropriation of the tolls, rates, charges, receipts and revenues levied, taken or arising from such traffic, the rents, payments, allowances, and rebates to be paid, made, or allowed by any or either of the contracting companies to the other or others of them; and the Bill will sanction or confirm any agreement already made, or which, prior to the passing thereof, may be made in relation to the aforesaid matters, or any of them.

The Bill will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will alter, amend, or enlarge some of the provisions of the Shanklin and Chale Railway Act, 1885; the Isle of Wight (Eastern Section) Railway Act, 1860, and any other Acts relating to or affecting the Isle of Wight Railway Company; the Cowes and Newport Railway Act, 1859, and any other Acts relating to or affecting the Cowes and Newport Railway Company; the Isle of Wight (Newport Junction) Railway Act, 1868, and any other Acts relating to or affecting the Isle of Wight (Newport Junction) Railway Company; and the Freshwater, Yarmouth, and Newport Railway Act, 1880, and any other Acts relating to or affecting the Freshwater, Yarmouth, and Newport Railway Company; and the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with the objects thereof, and confer other rights and privileges.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended railways showing the situations and levels thereof, with a book of reference to such plans, an ordnance map with the lines of railway delineated thereon, 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 Southampton, at his office at Winchester, and with the Clerk of the Peace for the Isle of Wight, at his office at Newport, Isle of Wight; and on or before the said 30th November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through any part of which the intended railways will be situate or pass, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some adjoining parish at his residence.

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 11th day of November, 1886.

*William Bohm*, 23, Old Jewry, London,  
Solicitor.

*William Bell*, 27, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Latimer Road and Acton Railway.

(Revival of Powers and Extension of Time for Compulsory Purchase of Lands and Completion of Works; Construction of New Railways; Power to stop up Roads; Compulsory Purchase of Land, &c.; Tolls and Charges; Increase of Number of Directors; Cancellation of Borrowing Powers; Change of Name; Additional Capital and Money Powers; Payment of Interest out of Capital; Special Powers to Limited Owners; Alteration, Amendment, Revision, or Repeal of Agreements, Working and other Agreements, with Powers of Construction; Subscription Guarantee, Raising and Application of Funds and other Powers to the Metropolitan District Railway Company; Running Powers over the Metropolitan District Railway; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Latimer-road and Acton Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

To revive and extend the period limited by the Latimer-road and Acton Railway Act, 1882, as amended by the Latimer-road and Acton Railway Act, 1885, for the compulsory purchase of lands and houses, and to extend the period by the said Acts limited for the completion of the railway by that Act authorised.

To enable the Company to make and maintain the railways and works hereinafter mentioned, or some part or parts thereof, with all necessary and convenient covered ways, rails, sidings, junctions, turntables, stations, approaches, roads, yards, walls, and other works, buildings, and conveniences connected therewith (that is to say):—

A Railway, No. 1, commencing in the parish of Ealing, in the county of Middlesex, by a junction with the Ealing Extension of the Metropolitan District Railway at a point on that railway 100 yards or thereabouts measured in a north-westerly direction along that railway from the north-western end of the eastern platform of the Mill Hill Park station, and terminating in the parish of Acton in the said county in a field numbered 247 on the Ordnance Survey map for that parish to the scale of 25·344 inches to a statute mile at a point in the said field 20 yards or thereabouts measured in a north-easterly direction from the south-west corner of that field.

A Railway, No. 2, commencing in the said parish of Ealing by a junction with the Hounslow and Metropolitan Railway at or near the point where that railway is crossed by the road or lane leading from Gunnersbury Park to Ealing Common, and terminating in the said parish of Acton at the termination of Railway No. 1 above described.

A Railway, No. 3, commencing in the said parish of Ealing by a junction with the Ealing Extension of the Metropolitan District Railway at a point on that railway 800 yards or thereabouts measured along that railway in a north-westerly direction from the north-west end of the eastern platform of Mill Hill Park Station, and terminating in the said parish of Acton at the termination of Railway No. 1 above described.

A Railway, No. 4, wholly in the parish of Acton, commencing at the termination of Railway No. 3, above described, and terminating by a junction with the authorised line of the Latimer-road and Acton Railway in a field

numbered 221 on the said Ordnance Survey map at a point 70 yards or thereabouts measured in a south-easterly direction from the north-western corner of the said field.

A Railway, No. 5, commencing in the parish of Hammersmith, in the county of Middlesex, by a junction with the authorised line of the Latimer-road and Acton Railway at a point 520 yards or thereabouts measured in a due westerly direction from a point in the western boundary of Wood-lane 50 yards north of the crossing of the Hammersmith and City Railway over that lane, and terminating in the parish of St. Mary Abbots, Kensington, in the said county of Middlesex, by a junction with the line of the Metropolitan District Railway leading from Earl's Court Station to the Addison-road Station at a point upon that railway 40 yards or thereabouts measured along that railway in a north-westerly direction from the junction therewith of the Hammersmith Extension of the Metropolitan District Railway.

Which said intended railways will pass in, from, through, or into the following parishes, or extra-parochial places, or some of them (that is to say):—

Ealing, Acton, Hammersmith, Fulham, and St. Mary Abbots, Kensington, all in the county of Middlesex.

And it is intended by the Bill to take for or in connection with the proposed railways and works or other the purposes of the Bill certain lands, being, or reputed to be, common or commonable lands, of which the following are particulars, and the estimated quantities included within the limits of deviation shown upon the plans hereinafter mentioned, that the estimated quantities proposed to be taken (that is to say):—

Railways and Works for which the land will be taken.	Names by which the lands are known.	Parish or place in which the lands are situate.	Estimated quantities within limits of deviation.	
			A. R. P.	A. R. P.
Railway No. 5.	Shepherds Bush Common.	Hammer-smith.	0 3 8	0 0 20

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, dykes, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or of any of them, or of the Bill.

To authorise the making and maintaining of shafts or openings from the surface of any road, land, street, or square, to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

To authorise deviations from the lines or situations of the works within the limits of lateral deviations to be shown on the plans hereinafter mentioned, and vertical deviations from the levels of any works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and 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 or buildings which may be rendered

insecure or affected by any of the intended works, and which houses and buildings are not required to be taken for the purposes thereof.

To authorise the Company to purchase by compulsion or agreement, lands, houses and other property for the purposes of the intended works, and, notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement, any vaults, cellars, arches, or other offices or parts attached to or belonging to any houses, buildings, manufactory, or other premises, or to acquire easements under any houses, buildings, or other premises without being required or compelled to purchase the whole of such house, building, manufactory or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property.

To enable the Company to demand, take and recover tolls, fares and charges, upon or in respect of the railway and works.

To repeal, alter or amend, either wholly or in part, the Latimer-road and Acton Railway Act, 1882, and the Board of Trade Certificate of the 20th April, 1883, with respect to all or some of the following matters (that is to say)—

The number and quorum of the Directors;

The powers of borrowing thereby conferred upon the Company, either in whole or in part; and

To change the name of the Company to the Metropolitan District, Acton and Hounslow Railway Company.

To authorise the Company for the purposes of the said railway and works and of the intended Act, to apply any of the funds of the Company, or which they are now authorised to raise, and to raise for such purposes and for the general purposes of their Undertaking further moneys by borrowing and by the creation of new shares and stock, and (if the Company think fit) to attach to all or any of the new shares or stock a preference or priority of interest or dividend or other special privileges.

To enable the Company, notwithstanding anything in "The Companies Clauses Consolidation Act, 1845," and "The Latimer Road and Acton Railway Act, 1882," 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.

To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from, the construction or working of the intended railways or any of them, or any part or parts thereof respectively, or any station, siding, road approach, buildings, works, or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon, such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part or parts thereof respectively, or any such station, siding, road approach, buildings, works, or conveniences, either without payment or other consideration, or for such consideration pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of

the matters aforesaid, and to make exchanges of lands with other owners.

To authorise the alteration, amendment, revision, or repeal of all or some of the following agreements (that is to say):—

An agreement dated the 3rd day of September, 1885, made between the Company and the Goldsmiths' Company relating to the purchase of certain lands and other matters.

An agreement dated the 2nd day of September, 1885, made between the Company and William Thomas King Church, relating to the purchase of certain lands and other matters.

Two several agreements, both dated the 25th day of July, 1884, made between the Company and the Great Western and Metropolitan Railway Companies, for or in reference to the construction, maintenance, and working of the authorised railway of the Company.

And to authorise the Company and all or some of the above-mentioned parties and Companies to enter into new agreements in reference to the matters aforesaid.

To authorise and empower the Company on the one hand, and the Metropolitan District Railway Company on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance of the railways, Undertaking, and works of the Company, or any part or parts thereof, the management, regulation, interchange, and collection, accommodation, transmission, and delivery of traffic, the supply and maintenance of engines, stock, and plant, the erection of wharves, piers, landing-places, stores, sidings, accommodation works, buildings, and conveniences, and the maintenance, use, and repair thereof, the fixing, collection, payment, appropriation, apportionment, or distribution of the tolls, rates, charges, income, and profits arising from the respective Undertakings and works of the contracting Companies, the payments, allowances, guarantees, drawbacks, or rebates to be made by the contracting parties or either of them.

To authorise the Metropolitan District Railway Company to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company 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 of such purposes, and for other the purposes of the Bill, to apply their funds and revenues and to raise more money by the creation of new shares or stock in their Undertaking, either with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing: and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any or either of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the Metropolitan District Railway Company to appoint Directors of the Company.

To empower the Company 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 Bill, the railways and portions of

railways respectively hereinafter mentioned, together with the stations, platform, sidings, roads, watering-places, water supply, booking and other offices, warehouses, landing-places, signals, points, buildings, machinery, works, and conveniences in or connected therewith respectively (that is to say), so much of the Metropolitan District Railway as lies between the junction therewith of Railway No. 5 and the Earl's Court Station, with the use of that station, and so much of the Ealing Extension of the Metropolitan District Railway as lies between the junction therewith of Railway No. 1 and the Mill Hill Park Station, with the use of that station, and so much of the said Ealing Extension as lies between the junction therewith of Railway No. 3 and the Ealing Station, with the use of that station.

And to require and compel the Metropolitan District Railway Company to afford all requisite facilities for the purpose, and to enable the Company to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways and portions of railways respectively, or any part or parts thereof under the powers of the Bill, and, if need be, to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said railways and portions of railways respectively, and the works and conveniences connected therewith.

The Bill will, as far as may be necessary to effect the object and purposes thereof, alter, amend, or repeal, so far as may be necessary for the intended Act, the Latimer-road and Acton Railway Acts, 1882 and 1885, and all other Acts affecting the Company; the Metropolitan Railway Act, 1854, and all other Acts affecting that Company; and 26 and 27 Vic., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; the Metropolitan District Railway Act, 1864, and all other Acts relating to that Company; and the Hounslow and Metropolitan Railway Act, 1880, and all other Acts relating to the Hounslow and Metropolitan Railway 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 itself all or any of the provisions of the Companies Clauses Consolidation Act, 1845, Part I., relating to cancellation and surrender of shares, and Part III., relating to debenture stock of the Companies Clauses Act, 1863, as amended by the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and Part I., relating to construction of a railway, and Part III., relating to working agreements, of the Railways Clauses Act, 1863.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, or 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 the occupiers of such lands, houses, and other property; also an ordinance map with the line of railway delineated thereon, so as to show its 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 Middlesex, at his office at the Sessions House, Clerkenwell; and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to the parish of St. Mary Abbots, Kensington,

with the clerk of that parish at his office at High-street, Kensington, and as relates to each other parish in or through which the intended works will be made, or on which any lands, houses, or other property are intended to be taken; and a copy of this Notice will be deposited with the parish clerk of each parish at his residence, and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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, 1886.

*Burchell and Co., 5, The Sanctuary, Westminster.*

In Parliament.—Session 1887.

Mersey Docks and Harbour Board.

(Various Powers.)

(Creation of Stock. Redeemable and Irredeemable, and Terminable Annuities; Provisions and Arrangements with Banks, &c. as to Issue Registration, Transfer, &c., of Stock and Annuities, and as to Unclaimed Dividends and Annuities; Composition for Stamp Duty; Further Provisions as to Nomination and Election and Retirement of Members of Board, and Filling up Vacancies in Pilotage Committee; Further Powers as to Wrecks; Appointment &c., of Inspectors of Weights and Measures; Limitation of Period for Vessels lying in River, &c.; Bye-laws, &c.; Further provisions as to Pilotage, and refusal of Masters of Vessels to employ Pilots; Extension of Time for Completion of Overhead Railways; Revival and Extension of Powers for Compulsory Purchase of Lands; Extending Provisions as to Leasing, &c., Overhead Railways; Further Provisions as to Employment of Persons at Warehouses and Docks; 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 Mersey Docks and Harbour Board (in this notice called "the Board") for leave to bring in a Bill for the purposes following, or some of them, that is to say:—

1. To extend, amend, vary, or repeal the provisions or some of the provisions of Part XIII of the Mersey Dock Acts Consolidation Act, 1858 (hereinafter called "the Act of 1858"), "with respect to borrowing powers and dock debt," and to empower the Board to create and issue stock, redeemable or irredeemable, and to create and grant terminable annuities, and to borrow money from time to time upon or by means of such stock or annuities, and by agreement with the holders of any bonds or annuities granted or to be granted by the Board, to substitute such stock for such bonds or annuities upon such terms (pecuniary or other) and conditions as may be agreed, or as may be prescribed by or under the Bill; and to confer upon all trustees, tenants for life, and other persons under disability, or having limited interests in or powers as regards such bonds or annuities, all necessary and convenient powers for surrendering such bonds or annuities, and accepting stock or terminable annuities in lieu thereof or in substitution therefor; and to enable trustees or other persons to invest trust or other moneys in any stock or annuities to be created or granted by the Board as aforesaid; and to exempt the Board from liability in respect of notice of any trust affecting such stocks or annuities.

2. To prescribe, define, and regulate the rights *inter se* of the holders of bonds, stock, whether redeemable or irredeemable, and annuities, whether permanent or temporary, of the Board.

3. To make provision and to confer upon the Board all necessary and convenient powers with respect to the granting, issuing, registration, transfer, and transmission of stock or annuities, and for the redemption or extinction of redeemable stock and annuities to be created or granted under the powers of the Bill; and to authorise the Board to make and carry into effect arrangements with any bank or bankers with respect to the issuing, registration, transfer, and transmission of such stock or annuities, and the payment of the dividend or interest on such stock, and the payment of such annuities, and the remuneration of such banks or bankers, for or in respect of their services in connection with such issuing, registration, transfer, transmission, and payment, or any incidental matters; and to make provision as to unclaimed dividends or interest on such stock and unclaimed annuities; and to confer all necessary powers upon such banks or bankers in that behalf.

4. To authorise the Board by agreement with the Commissioners of Inland Revenue and the Commissioners of Her Majesty's Treasury, or either of those bodies, to compound from time to time for the stamp duty on transfers of any stock or annuities for the time being of the Board, and to confer upon the said Commissioners respectively all necessary powers in that behalf and to exempt from stamp duty the transfers of any stock or annuities with respect to the transfer of which any such composition shall be made.

5. To alter the time at which the poll for the election of elective members of the Board shall be opened, to extend the interval to elapse between the day of nomination of elective members of the Board and the date of polling; and to make further provision with respect to the dates for the retirement of nominee and elective members of the Board, and the nomination of new members of the Board, and for filling up vacancies in the pilotage committee of the Board, and to vary or amend the provisions, or some of the provisions, of section 22, sub-section (4) of the Mersey Docks and Harbour Act, 1857, and of sections 25 to 28 (both inclusive) of the Mersey Docks Act, 1881, and of section 10 of the Mersey Docks Act, 1884, with respect to those matters, or some of them.

6. To confer further powers on the Board and their marine surveyor and other officers with reference to the removal or destruction of wrecks in the River Mersey, or the sea approaches thereto, and so far as may be necessary or expedient to amend section 11 of the Mersey Docks Act, 1874, in that behalf.

7. To authorise the Board from time to time to appoint, remove, or discharge an Inspector or Inspectors of Weights and Measures, and to confer on such Inspector or Inspectors in reference to all the weights and measures used in or upon the docks (as interpreted in the Act of 1858) of the Board all or some of the duties and powers, rights and immunities, conferred by the Weights and Measures Act, 1878, upon Inspectors of Weights and Measures appointed by a local authority under that Act, and so far as may be necessary or thought expedient to exempt the board and their said docks and their officers and servants, and persons using or resorting to the said docks, from the provisions or some of the provisions of the last-mentioned Act with respect to the local verification and inspection of weights and measures and with

respect to local authorities, and with respect to legal proceedings (sections 43 to 61 both inclusive).

8. To empower the Board to limit or restrict the period during which vessels may remain in the River Mersey or the sea approaches thereto or elsewhere within the jurisdiction of the Board, and if necessary to remove any such vessel, and to enable the Board from time to time to make bye-laws, rules, and regulations, with respect to any such matters, and the Bill will or may impose or authorise the Board to impose and will provide for the recovery of penalties for the breach or non-observance of any provisions of the Bill, or any bye-laws, rules, or regulations of the Board with respect to any such matters.

9. To prescribe and regulate the mode in which pilots may offer themselves to pilot vessels, whether inward or outward bound, coming or being within the pilot stations as fixed from time to time by the bye-laws of the Board or the Pilotage Committee of the Board, or within the pilotage jurisdiction of the Board, and to define and declare what shall be deemed to be a refusal of the master of any such vessel to take on board or to employ a pilot for the purposes of the provisions of the Act of 1858, as to the duties of and penalties on masters and owners of vessels (sections 129 to 141, both inclusive).

10. To extend the period limited by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1882 (hereinafter called "the Act of 1882") for the completion of the railways authorised by that Act, and to revive and extend the period for the exercise of the powers for the compulsory purchase of lands for such railways.

11. To vary and extend the provisions of section 30 of the Act of 1882, so as to empower the Board to demise or lease and to enter into and carry into effect, vary, and rescind contracts, agreements, or arrangements as in that section mentioned to or with any company, although such company be not incorporated by Act of Parliament, or to or with any other body or any person or persons.

12. To vary or amend the provisions contained in section 183 of the Act of 1858, and to confer on the Board discretionary power to remove or suspend at any time, or in the case of any person or persons, the prohibition contained in the said section against any persons other than those appointed and employed by the Board being allowed to work within the walls of any warehouse or dock.

13. To vary or extinguish all or any rights or privileges inconsistent with the objects or provisions of the intended Act, and to confer other rights and privileges.

14. To repeal, vary, extend, or amend, so far as may be necessary or expedient for all or any of the purposes aforesaid, the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, or some or one of them, that is to say:—the Mersey Docks and Harbour Act, 1857; the Act of 1858, the Mersey Docks Act, 1881; the Mersey Docks Act, 1874; the Act of 1882, and the Mersey Docks Act, 1884; and all or any other Acts relating to the Board.

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, 1886.

A. T. Squarey, Dock Solicitor, Liverpool.

Rees and Frere, 13, Great George-street,  
Westminster, Parliamentary Agents.



In Parliament.—Session 1887.

West London Extension and Surrey Commercial Docks Railway.

(Incorporation of Company; Construction of Railways from the West London Extension Railway at Battersea to the Surrey Commercial Docks, and Junctions with Brighton, East London and South Eastern Railways; New Streets; Special Provisions as to Construction of Works, Purchase, Sale, and Disposition of Lands, Deviation, Underpinning, Stopping-up of Roads, &c.; Powers to Acquire, Stop-up, Discontinue and Extinguish all Rights over the Grand Surrey Canal, and Agreements with the Surrey Commercial Dock Company in relation thereto; Working and other Agreements with, and Powers of Subscription, Guarantee, Raising and Application of Funds, Appointment of Directors, and other powers to Surrey Commercial Dock Company, West London Extension, London and North Western, Great Western, London and South Western, South Eastern, London Brighton and South Coast, London Chatham and Dover, Midland, Great Northern, Metropolitan, Metropolitan District, Great Eastern, and East London Railway Companies; Running Powers and Facilities and other Powers over certain Railways; Agreements with and Powers to Metropolitan Board of Works and District Boards and Vestries; Payment of Interest out of Capital; Other Powers; Amendment or Repeal 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 all or some of the following (among other) purposes, that is to say:—

1. To incorporate a Company (hereinafter referred to as "the Company"), and to authorize the Company to make and maintain the railways and streets hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works and conveniences connected therewith or incidental thereto respectively, that is to say:—

Railway No. 1. A railway commencing in the parish of Battersea, otherwise Saint Mary, Battersea, in the county of Surrey, by a junction with the West London Extension Railway, at a point 425 yards or thereabouts, measured along that railway in a south-westerly direction, from the signal box called or known as the Long Hedge Junction signal box, and situate at or near the Long Hedge Junction, and terminating in the parish of Saint Paul, Deptford, in the said county of Surrey, in the bed of the Grand Surrey Canal at a point 12 yards or thereabouts, measured in a westerly direction along that canal, from the west side of the bridge carrying the East London Railway over the canal, and 242 yards or thereabouts, measured in an easterly direction along the canal from the eastern side of the bridge carrying the London Brighton and South Coast Railway (South London Line) over the canal, which said intended Railway No. 1 will be made or pass from, through, or into the parishes, townships and places of Battersea, otherwise Saint Mary, Battersea, Lambeth, otherwise Saint Mary, Lambeth, Saint Mary, Newington, Camberwell, otherwise Saint Giles, Camberwell, and Saint Paul,

Deptford, or some or one of them, all in the county of Surrey.

Railway No. 2. A railway commencing in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction with the intended Railway No. 1 at the termination thereof before described, and terminating in the parish of Rotherhithe, otherwise Saint Mary, Rotherhithe, in the same county, in a yard or piece of ground known as Omega Yard, situate and lying between the Commercial Dock Road and the Norway Dock of the Surrey Commercial Dock Company, and at a point 25 yards or thereabouts, measured in a northerly direction, from the west corner of the said Norway Dock, which said intended Railway No. 2 will be made or pass from, through, or into the parishes, townships and places of Saint Paul, Deptford, and Rotherhithe, otherwise Saint Mary, Rotherhithe, in the county of Surrey, and Saint Paul, Deptford, in the county of Kent, or some or one of them.

Railway No. 3. A railway wholly situate in the parish of Saint Paul, Deptford, in the county of Surrey, commencing by a junction with the intended Railway No. 1 at the termination thereof before described, and terminating by a junction with the London, Brighton and South Coast Railway (Thames Junction or Deptford Branch) at or near the south-west face of the bridge carrying the South Eastern Railway (London and Greenwich Line) over the said London, Brighton and South Coast Railway (Thames Junction or Deptford Branch).

Railway No. 4. A railway wholly situate in the parish of Saint Paul, Deptford, in the counties of Surrey and Kent, commencing in Surrey by a junction with the intended Railway No. 2 in the bed of the Grand Surrey Canal, at a point 123 yards or thereabouts measured in an easterly direction along the canal, from the eastern face of the lift bridge which carries the London, Brighton and South Coast Railway (Thames Junction or Deptford Branch) over the canal, and terminating in Kent by a junction with the northern pair of rails of the East London Railway at a point 143 yards or thereabouts, measured in a westerly direction along that railway, from the western face of the bridge carrying the South Eastern Railway (North Kent Line) over the East London Railway.

Railway No. 5. A railway wholly situate in the parish of Saint Paul, Deptford, in the counties of Surrey and Kent, commencing in Surrey by a junction with the intended Railway No. 2, in the bed of the Grand Surrey Canal at a point 43 yards or thereabouts, measured in a westerly direction along the canal, from the west side of the bridge carrying Trundley's-lane over the canal, and terminating in Kent by a junction with the South Eastern Railway (North Kent Line) at a point 80 yards or thereabouts, measured in a south-easterly direction along the North Kent Line, from the centre of the bridge carrying that line over Rolt-street.

Railway No. 6. A railway wholly situate in the parish of Saint Paul, Deptford, in the county of Surrey, commencing by a junction with the London, Brighton and South Coast Railway (Thames Junction or Deptford Branch) at the north-eastern face of the bridge carrying the South Eastern

Railway (London and Greenwich Line) over the said London, Brighton and South Coast Railway (Thames Junction or Deptford Branch), and terminating by a junction with the East London Railway at a point 153 yards or thereabouts, measured in a northerly direction along that railway, from the north-western face of the bridge (situated on the north side of the Grand Surrey Canal) carrying the London, Brighton and South Coast Railway (Thames Junction or Deptford Branch) over the East London Railway.

Street No. 1. A street wholly situate in the parish of St. Paul, Deptford, in the county of Kent, commencing by a junction with the road or lane called Trundley's-lane, at a point 37 yards or thereabouts, measured in a southerly direction along that lane, from the centre of the bridge called or known as Necker Bridge, which carries that lane over the Grand Surrey Canal, and terminating by a junction with the road or street called or known as Rolt-street, at a point 36 yards or thereabouts from and on the south-western side of the bridge which carries the North Kent Line of the South Eastern Railway over that street.

Street No. 2. A street wholly situate in the parish of Saint Paul, Deptford, in the county of Kent, commencing by a junction with the said road or lane called Trundley's-lane, at a point 260 yards or thereabouts, measured in a southerly and easterly direction along that lane from the said Necker Bridge, thence proceeding in a north-easterly direction, and terminating by a junction with the intended Street No. 1 at a point 70 yards or thereabouts from the commencement of the said Street No. 2, as before described.

Street No. 3. A street commencing in the parish of Rotherhithe, otherwise Saint Mary, Rotherhithe, in the county of Surrey, by a junction with the street called or known as Yeoman-street, at or near the junction of that street with Chilton-street, and terminating in the parish of Saint Paul, Deptford, in the county of Kent, by a junction with the street called or known as Grove-street, at a point 40 yards or thereabouts, measured along that street in a southerly direction, from the junction of that street with the street called or known as London-road, which said intended Street No. 3 will be wholly made or situate in the parish of Rotherhithe, otherwise Saint Mary, Rotherhithe, in the county of Surrey, and Saint Paul, Deptford, in the county of Kent.

Street No. 4. A street wholly situate in the parish of Rotherhithe, otherwise Saint Mary, Rotherhithe, in the county of Surrey, commencing at or near the junction of the road called or known as Plough-road with the road called or known as London-road, and terminating by a junction with the intended Street No. 3 at a point 130 yards or thereabouts, measured in a southerly direction, from the junction of the said Plough-road with the London-road.

2. To authorize the Company to stop up and discontinue for public traffic, and to extinguish all rights over, and to appropriate to the purposes of the Bill the following streets or roads, or some part or parts thereof, and to vest in the Company the site and soil thereof, that is to say:—

So much of the said Trundley's-lane, in the parish of Saint Paul, Deptford, in the counties of Surrey and Kent, or one of them, as is situate and lies between the commencement of the intended Street No. 1 and the commencement of the intended Street No. 2;

Such parts of the said streets or roads called Plough-road and London-road respectively, in the parish of Rotherhithe, otherwise Saint Mary, Rotherhithe, in the county of Surrey, and Saint Paul, Deptford, in the county of Kent, as are situate and lie between the junction of Yeoman-street with Plough-road and the junction of Grove-street with the London-road;

All other streets, roads or footways shown on the plans, to be deposited as hereinafter mentioned, as intended to be stopped up;

and also to authorise the Company to cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, places, railways, tramways, rivers, canals, bridges, wharves, quays, landing places, market places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use the same, and the site, subsoil, and under-surface thereof, for the purposes of the intended works, and also to appropriate and use the undersurface of any lands, streets, roads, squares, footways, pavements, passages, or places under or along which any of the proposed works are intended to be made; and also to provide for the stopping up and discontinuance and the extinguishment of all rights of way over, and the appropriation to the purposes of the Company, of all roads and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill; and also to provide for the vesting in the Company, freed and discharged from the public use thereof, of any street or ground abutting on a street, and dedicated to public use, which may no longer be required for public use by reason of the execution of any of the works authorized by the Bill; and in connection with the intended streets, or any or either of them, and as part of the works, and within the parishes and places before mentioned, or any of them, to make and maintain junctions and communications with any existing streets or roads which may be altered or interfered with by, or be contiguous to, the intended streets, or any or either of them; and to alter the line or levels of any streets, roads, or ways, for the purpose of connecting the same with the intended streets, or any or either of them.

3. To authorize the Company to make and maintain shafts or openings from the surface of any land, road, street, square, or place, to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be contained in the Bill.

4. To authorize the Company to deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorized by or determined under the powers of the Bill, whether beyond the limits allowed by the

Railway Clauses Consolidation Act, 1845, or otherwise.

5. To authorize the Company to underpin, or otherwise secure or strengthen, any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

6. To authorize the Company to purchase, by compulsion or agreement, lands, houses, canals, docks, locks, wharves, quays, works, conveniences, easements, rights, and other tenements, hereditaments, and property, for the purposes of the intended works, and to purchase, by compulsion or agreement, the whole or any part of the lands, houses, canals, docks, locks, wharves, quays, works, conveniences, tenements, hereditaments, and other property, in the parishes aforesaid, shown on the plans hereinafter mentioned, including (amongst others) the following, that is to say:—

(a) The branch of the said Grand Surrey Canal called or known as the Peckham Branch or Arm, and all lands, houses, wharves, quays, works, tenements, and hereditaments adjoining or near to the said branch canal, and used or occupied in connection therewith, wholly situate in the parish of Camberwell, otherwise St. Giles, Camberwell, in the county of Surrey;

(b) The branch of the said Grand Surrey Canal called or known as the Croydon Canal, Croydon Arm, or Railway Lay-bye, and all lands, houses, wharves, quays, works, tenements, and hereditaments adjoining or near to the said branch canal, and used or occupied in connection therewith, wholly situate in the parish of St. Paul, Deptford, in the county of Surrey; and to vary and extinguish all rights and privileges connected with such lands, houses, canals, docks, locks, wharves, quays, works, conveniences, tenements, hereditaments, and property.

7. To empower the Company to purchase and acquire, by compulsion or agreement, so much of any property as they may require for the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building, or manufactory, or premises, without being subject to the liabilities imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

8. To authorize the Company to sell and convey, demise and lease, let, or otherwise dispose of, any lands, buildings, canals, docks, locks, wharves, quays, works, conveniences, tenements, hereditaments, and property purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and to exempt such lands, buildings, canals, docks, locks, wharves, quays, works, conveniences, tenements, hereditaments, and property, and the Company from the operation of the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

9. To levy tolls, rates, and duties, for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

10. To provide for the dedication to, and repair by the public of the intended streets, or any part thereof, upon such terms and conditions, and from such period as may be prescribed by the Bill.

11. To authorize the Company to purchase and acquire, and the Surrey Commercial Dock Company (hereinafter called "the Dock Company") to sell and transfer, or otherwise to provide for the vesting in the Company of the canal called or known as the Grand Surrey Canal, belonging to the Dock Company, and extending from their docks at Rotherithe, otherwise St. Mary, Rotherithe, to or near the Camberwell road, in the parish of Camberwell, otherwise St. Giles, Camberwell, with a branch to Peckham, situate in the parishes, townships, and places of Rotherithe, otherwise St. Mary, Rotherithe, Camberwell, otherwise St. Giles, Camberwell, St. Mary, Newington, Lambeth, otherwise St. Mary, Lambeth, and St. Paul, Deptford, in the county of Surrey, and St. Paul, Deptford, in the county of Kent, or some or one of them, together with all branches, arms, collateral cuts, locks, towing paths, roads, bridges, feeders, tunnels, basins, cuts, lay-byes, reservoirs, wharves, quays, warehouses, works, conveniences, lands, houses, tenements, hereditaments, buildings, and property in, upon, over, under, along, or belonging to or used in connection with the said canal (all of which are hereinafter included in the expression "the Canal Undertaking"), and all the rights, powers, privileges, and authorities now belonging to or vested in, or enjoyed, or exercised by the Dock Company, as part of, or in connection with, or in relation to the Canal Undertaking, for such price or consideration, and on such terms and conditions as may have been, or may be agreed upon, or as may be fixed, prescribed or defined by, or under the provisions of the Bill, and to authorize the Dock Company to accept as the consideration (wholly or partially) for such sale and transfer, and to provide for the allotment and issue to the Dock Company of shares, stock, debenture stock, or other securities of the Company, and to provide for the allocation and appropriation thereof, to and among the proprietors and mortgagees of the Dock Company, or otherwise, and to authorize the Company and the Dock Company to enter into, and carry into effect, agreements for, or with reference to such purchase, sale, transfer, and vesting, and the other matters hereinbefore mentioned, and to sanction, confirm, and give effect to any agreement made or to be made with reference thereto.

12. To abandon, relinquish, discontinue, and stop up the said Grand Surrey Canal and all its branches, arms, and collateral cuts (all of which are included in the expression "the Canal"), and to relieve the Company and the Dock Company from any obligation or liability to maintain and keep open for public traffic the Canal or the works and conveniences connected therewith, or any part or parts thereof, and to extinguish all powers, rights, privileges, authorities, and easements of what nature or kind soever, upon, over, along, or in relation to, or in any manner connected with the Canal, or the towing paths, locks, feeders, roads, bridges, wharves, quays, lay-byes, lands, buildings, grounds, tenements, hereditaments, works, conveniences, and property belonging thereto, or used in connection therewith, or otherwise howsoever, and to empower the Company to appropriate and use the same, and the site thereof to and for the purposes of the intended railways, streets, and works, or other the objects and purposes of the Bill.

13. To authorize the Company on the one hand, and the Surrey Commercial Dock Company, the West London Extension Railway

Company, the London and North Western Railway Company, the Great Western Railway Company, the London and South Western Railway Company, the South Eastern Railway Company, the London, Brighton and South Coast Railway Company, the London, Chatham and Dover Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, the Great Eastern Railway Company, and the East London Railway Company, or any one or more of those companies, on the other hand, to enter into, and carry into effect contracts, agreements, and arrangements, for or with respect to the construction, working, use, management and maintenance by any or either of the contracting companies of the intended railways, streets, and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling 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, use, management, maintenance and supply, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, 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 or either of the contracting Companies 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 Bill, may be made.

14. To authorize the before-mentioned Companies, or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended railways, streets, and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially, as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any or either of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorize the before-mentioned Companies, or any one or more of them, to appoint Directors of the Company.

15. To empower the Company and all Companies and persons lawfully 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 Bill, the railways and portions of railways respectively hereinafter mentioned, together with the stations, sidings, roads, watering-places, water supply, booking offices, warehouses, landing-places, works, conveniences and appliances on or connected therewith respectively, that is to say:—

So much of the West London Extension and the West London Railways respectively as is situate and lies between the junction of the intended Railway No. 1 with the West London Extension Railway and the Addison-road Station, including that station;

So much of the East London Railway as is situate and lies between the junction therewith of the intended Railway No. 4 and the station at New Cross, on the North Kent line of the South Eastern Railway, including that station;

So much of the South Eastern Railway as is situate and lies between the junction therewith of the intended Railway No. 5 and the said station at New Cross, including that station;

So much of the London, Brighton, and South Coast Railway (Thames Junction or Deptford branch) as is situate and lies between the junction therewith of the intended Railway No. 3 and the termination of the said Thames Junction or Deptford branch;

So much of the East London and Great Eastern Railways respectively as is situate and lies between the junction with the East London Railway of the intended Railway No. 6 and the Liverpool-street station, including that station;

And to require and compel the Companies owning or working the said railways and portions of railways and stations respectively 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 duties in respect of passengers and traffic conveyed by them over the before-mentioned railways and portions of railways respectively, or any part or parts thereof, under the powers of the Bill, 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 portions of railways respectively, and the works and conveniences connected therewith.

16. To empower the Company on the one hand and the Metropolitan Board of Works, or any District Board of Works or Vestry, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction and maintenance of the intended railways, streets, 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 such contracts, agreements, or arrangements which now are or which, prior to the passing of the Bill, may be made or entered into.

17. To enable the Company, out of the

moneys to be raised by them under the powers of the Bill, 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.

18. To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, with such variations, modifications, and exceptions (if any) as may be deemed expedient, or as may be contained in the Bill.

19. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions of the local and personal Acts of Parliament following, or some of them, that is to say:—27 Vic., cap. 31, relating to the Surrey Commercial Dock Company; 22 and 23 Vic., cap. 134, relating to the West London Extension Railway Company; 9 and 10 Vic., cap. 204, relating to the London and North Western Railway Company; 5 and 6 Wm. IV., cap. 107, relating to the Great Western Railway Company; 4 and 5 Wm. IV., cap. 88, relating to the London and South Western Railway Company; 6 Wm. IV., cap. 75, relating to the South Eastern Railway Company; 9 and 10 Vic., cap. 233, relating to the London Brighton and South Coast Railway Company; 16 and 17 Vic., cap. 132, relating to the London, Chatham, and Dover Railway Company; 7 and 8 Vic., cap. 18, relating to the Midland Railway Company; 9 and 10 Vic., cap. 71, relating to the Great Northern Railway Company; 16 and 17 Vic., cap. 186, relating to the Metropolitan Railway Company; 27 and 28 Vic., cap. 322, relating to the Metropolitan District Railway Company; 25 and 26 Vic., cap. 223, relating to the Great Eastern Railway Company; 28 and 29 Vic., cap. 51, relating to the East London Railway Company; 18 and 19 Vic., cap. 120, relating to the Metropolitan Board of Works; and the several other Acts relating to or affecting the Companies and bodies named in this notice respectively, and all other Acts relating to or affected by the objects of the Bill, or any of them.

20. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

And notice is hereby further given, that—

On or before the 30th day of November instant, plans and sections of the intended railways, streets, and works, and plans of the lands to be compulsorily acquired under the Bill, together with books of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, 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 Surrey, at his office at the Sessions House, Newington-causeway, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and that on or before

the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways, streets, or works are proposed to be made, or in which any lands intended to be compulsorily taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection as follows, that is to say:—

In the case of the parish of Battersca, otherwise St. Mary, Battersea, with the Clerk of the Board of Works for the Wandsworth district, at his office at Battersea-rise, Wandsworth.

In the case of the parish of Lambeth, otherwise St. Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green, Kennington-road.

In the case of the parish of St. Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road.

In the case of the parish of Camberwell, otherwise St. Giles, Camberwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Peckham-road.

In the case of the parish of St. Paul, Deptford, with the clerk of the Board of Works for the Greenwich district, at his office, 141, Greenwich-road, Greenwich.

In the case of the parish of Rotherhithe, otherwise St. Mary, Rotherhithe, with the vestry clerk of that parish, at his office at the Public Baths, Deptford Lower-road, Rotherhithe.

And in the case of each other parish, with the parish clerk of each such parish at his residence; and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence, and

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

Dated the 16th day of November, 1886.

*Cope and Co.*, 3, Great George-street  
Westminster, Solicitors.

*John Charles Ball*, 16, Parliament-street  
Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Bristol Consumers' Water.

(Incorporation of Company; Power to Construct Waterworks; Definition of Limits of Supply; Power to Take and Use, by Agreement or otherwise, on Agreed, Arbitration or other Terms, Water from Great Western Railway Company; Powers as to other Waters, &c.; Compulsory Purchase of Lands; Power to Supply Cisterns, Meters, Fittings and Apparatus; Rates, Rents, &c.; Provisions for Protection of Water Supply, &c.; Powers as to Superfluous Lands; Agreements with Sanitary Authorities and other Bodies; Transfer of Powers to and Money Powers to the Corporation of Bristol.)

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 waterworks and other works and conveniences following or some of them (that is to say):—

- (1) An aqueduct, conduit, or line or lines of pipes (No. 1) wholly in the parish of Portskewett, in the county of Monmouth, commencing at the existing "29 feet" pumping shaft of the Great Western Railway at Sudbrook or Southbrook, and terminating in or near the south-eastern wall of the house No. 7, Great Western-cottages, Old-row.
  - (2) A shaft and pumping station wholly in the parish of Portskewett, in the county of Monmouth, to be situate at or near the termination as above described of the intended aqueduct, conduit, or line or lines of pipes No. 1.
  - (3) A tunnel commencing in the parish of Portskewett, in the county of Monmouth, at the intended shaft and pumping station above described, and terminating in the parish of Henbury, in the county of Gloucester, at a point distant about two chains measured in a south-westerly direction from the southern corner of the boiler-house of the Great Western Railway Company's pumping station at the sea wall in the said parish of Henbury. The said intended tunnel will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them (that is to say):—The parish of Portskewett and the bed and shore of the River Severn, in the county of Monmouth, and the bed and shore of the said river and the township of Redwick and Northwick, in the parish of Henbury, in the county of Gloucester.
  - (4) A shaft and pumping station in the township of Redwick and Northwick, in the parish of Henbury, in the county of Gloucester, at or near the termination of the intended tunnel above described.
  - (5) An aqueduct, conduit, or line or lines of pipes (No. 2), commencing in the township of Redwick and Northwick, in the parish of Henbury aforesaid, at or near the shaft and pumping station lastly above described, and terminating in the parish of Horfield, all in the county of Gloucester, in the intended reservoir or reservoirs next hereinafter described. The intended aqueduct, conduit, or line or lines of pipes (No. 2) will be made or pass from, in, or through or into the parishes, townships, and places following, or some of them (that is to say):—Redwick and Northwick, Henbury (parish and township), Almondsbury, Thornbury (detached), Westbury-upon-Trym (including detached parts thereof), and Horfield, all in the county of Gloucester.
  - (6) A reservoir or reservoirs and pumping station, wholly in the parish of Horfield, in the county of Gloucester, to be situate on the fields numbered 33, 44 and 45 on the 1-2500th Ordnance Map of that parish, or one or more of those fields.
2. To enable the Company to supply water for public and private purposes to and within the parishes, townships, extra-parochial and other places hereinafter mentioned, or some of them, or some part or parts thereof respectively—(that is to say) the city and county of Bristol, the parishes of Bedminster, Brislington, Ashton (otherwise Long Ashton), and Abbot's Leigh, in the county of Somerset; and the parishes of Saint George, Westbury-upon-Trym, Henbury, Stapleton, Horfield, Charlton, Filton, and Almondsbury, in the county of Gloucester.
3. To authorise the Company to deviate laterally from the lines of the intended works within

the limits shown on the plans hereinafter mentioned, or to such extent as may be prescribed by the Bill, and from the levels of those works shown on the sections hereinafter mentioned.

4. To authorise the Company to make and maintain, and from time to time renew in the parishes, townships, extra-parochial and other places aforesaid, and every or any of them in connection with the intended works hereinafter described, all necessary and convenient approaches, embankments, roads, ways, wells, tanks, filtering-beds, dams, sluices, outfalls, adits, tunnels, channels, conduits, shafts, drains, mains, pipes, engines, works, and conveniences for collecting, filtering, storing and distributing water, and for carrying into effect the objects and purposes of the Bill.

5. To incorporate with the Bill, and to apply to the intended works and the company in respect thereof, the provisions or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

6. To empower the Company, by agreement or otherwise, to take and use the waters, or some part of the waters, from time to time raised by the Great Western Railway Company by pumping at or near the commencement, as above described, of the intended aqueduct, conduit, or line or lines of pipes (No. 1) upon such terms (pecuniary and other) and conditions as have been or may be agreed between the Company or any person or persons on their behalf and the Great Western Railway Company, or as, failing agreement, may be determined by arbitration or prescribed by or under the Bill, and to require, if need be, the Great Western Railway Company to deliver such waters into the said intended aqueduct, conduit, or line or lines of pipes (No. 1).

7. To empower the Company to take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound and thence distribute the waters of any springs and streams, or any other waters on or near the site of the proposed works, or on any lands for the time being belonging to the Company.

8. To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, footpaths, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

9. To enable the Company to purchase and take by compulsion, or otherwise, and to take leases or grants of, or to take by compulsion and otherwise, easements over lands, houses, springs, streams, waters, and other hereditaments in the parishes, townships, and extra-parochial and other places aforesaid, for the purposes of the intended works or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters and hereditaments, and will or may enable the Company, notwithstanding anything in the Lands Clauses Consolidation Act, 1845, to take a part or parts only of any house, building or manufactory without being required to take the whole thereof.

10. To authorise the Company to supply water by meter, and to sell or let or provide on hire or otherwise cisterns, tanks, meters, fittings, and other apparatus in connection with their supply

of water, and to demand and take and recover rates, rents, and charges for the same or for the use thereof, and the Bill will or may make provision for exempting the same from distress or execution.

11. To authorise and empower the Company to demand and take and recover rates, rents and charges (differential or otherwise) for the supply of water, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

12. To make special provision for the protection of the works, property, and water supply of the Company, and for defining and regulating such supply, and for preventing frauds on the Company, and for preventing the contamination, fouling, waste, misuse, and undue consumption of water, and for imposing penalties in respect of all or any such matters.

13. To authorise the Company to sell and dispose, or to let on lease or on fee farm rent or otherwise from time to time any lands, houses, and property of the Company for the time being.

14. To empower the Company, on the one hand, and any Corporation, Local Board of Health, Urban or Rural Sanitary Authority, or any other local authority, and the trustees of any turnpike or other road, or any highway board, or any surveyor of any highway, and any Railway Company, and any other Companies, bodies or persons, jointly or severally, on the other hand, to enter into and carry into effect contracts and agreements for the supply of water in bulk or otherwise without as well as within the limits of supply of the Company, and to vary, suspend, or rescind any contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto, and to confer all necessary powers in that behalf upon all such authorities, boards, trustees, surveyors, Companies, bodies, and persons, and to enable them to apply for the purposes of any such contract or arrangement, any funds or moneys which they have raised, or may raise under any Act of Parliament or otherwise, and, if thought fit, to confirm any such contract or agreement which may have been or may be entered into.

15. To provide, if thought expedient, for the transfer to the Mayor, Aldermen, and Burgesses of the city of Bristol, of the powers to be conferred upon the Company by the Bill, upon such terms (pecuniary and other) as may be agreed or determined by arbitration or otherwise, or prescribed by the Bill, and to confer all necessary powers in that behalf upon the said Mayor, Aldermen, and Burgesses, and to enable them, for the purposes of carrying into effect the objects and purposes of the Bill, to apply their corporate funds and revenues, and to raise further money by borrowing upon the security of their rates and property, or by the creation and issue of redeemable or irredeemable stock, or by such other means as the Bill may prescribe.

16. To vary or extinguish all or any rights or privileges which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

17. 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, such plans also showing 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 Monmouth, at his office at Usk,

in that county; and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, in that county; and with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol, and that on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended works are to be made, or in which any lands which are intended to be taken compulsorily are situate, and a copy of this Notice will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place 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 19th day of November, 1886.

*Isaac Cooke, Sons, and Dunn, Bristol,*  
Solicitors for the Bill.

*Rees and Frere, 13, Great George-street,*  
Westminster, Parliamentary Agents.

In Parliament—Session 1887.

South-Eastern, Metropolitan, Lewisham, Greenwich, and District Tramways.

(Incorporation of Company; Construction of Tramways; Gauge; Steam or other motive power; Provisions as to User; Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Working and other Agreements with London Tramways Company Limited; Amendment of Act.)

**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 effecting the purposes, or some of the purposes following (that is say):—

To incorporate a Company and to enable the Company so to be incorporated (in this notice called "the Company") to construct and maintain wholly in the county of Kent, the following street tramways, or some or one of them, or some part or parts thereof respectively (that is to say:—

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets 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.

Tramway No. 1, situate wholly in the parishes of Greenwich and Lewisham, commencing in South-street, in the parish of Greenwich, at a point opposite the drinking fountain, passing thence in a southwarily direction along South-street, Lewisham-road, and High-street, Lewisham, and terminating in the parish of Lewisham, in the said High-street, at a point 5 chains north of the northern side of Avenue-road.

Tramway No. 1 will be a single line, except at the following places, where it will be a double line:—In South-street, for a distance of 2.50 chains, commencing half a chain from the commencement of Tramway No. 1, and terminating 3 chains south of that point; for a distance of 8 chains, commencing 1.30 chains north of the north side of Blisset-street, and terminating

1.70 chains south of the same point; for a distance of 3 chains, commencing 2.50 chains south of the southern side of Blackheath-hill, and terminating 5.50 chains south of that point.

In Lewisham-road, for a distance of 3 chains, commencing in a line with the south side of Albion-street, and terminating 3 chains south of that point; for a distance of 3 chain, commencing 4.50 chains north of the northern side of the Railway Bridge carrying the South-Eastern Railway over High-street, Lewisham, and terminating 2.50 chains north of that point.

In High-street, Lewisham, for a distance of 13.60 chains, commencing 3.40 chains south of the south side of the before-mentioned railway bridge, and terminating at the termination of Tramway No. 1.

Tramway No. 2, a double line wholly in the parish of Lewisham, commencing by a junction with Tramway No. 1, at a point 4 chains north of the northern side of Rennell-street, being situate partly in High-street and partly in Loampit-vale, and terminating by a junction with Tramway No. 5 hereinafter described, at a point 1.40 chains east of the eastern side of Molesworth-street.

Tramway No. 3, wholly in the parish of Lewisham, commencing at the termination of Tramway No. 1, passing in a southward direction through High-street, Lewisham, and Broadway, and terminating at a point 2.1 chains south of the southern end of the drinking trough in front of the Black Horse Inn.

Tramway No. 3 will be a single line, except at the following places, where it will be a double line:—In High-street, Lewisham, for a distance of 5 chains, commencing in a line with the north side of Avenue-road, and terminating 5 chains south of that point; for a distance of 3 chains, commencing 3 chains north of the south side of Courthill-road, and terminating in a line with the south side of Courthill-road; for a distance of 3 chains, commencing 7½ chains south of the south side of Ladywell Park, and terminating 10½ chains south of that point; for a distance of 3 chains, commencing in a line with the north side of George-lane, and terminating 3 chains south of that point, in Broadway, Lewisham, for a distance of 9.10 chains, commencing 20 links north of the south side of the Retreat, and terminating 1 chain from the termination of Tramway No. 3.

Tramway No. 4, wholly in the parishes of Lewisham and St. Paul, Deptford, commencing in the parish of Lewisham in High-street, Lewisham, by a junction with Tramway No. 1 at a point 30 links north of the northern side of Rennell-street, and passing in a north-westerly direction through Loampit-vale, Loampit-hill, and terminating in Loampit-hill, in the parish of St. Paul's, Deptford, at a point 60 links north of the north side of Tyrwhitt-road.

Tramway No. 4, will be a single line, except at the following places, where it will be a double line:—

In High-street, Lewisham, and Loampit-vale, for a distance of 4.50 chains, commencing at the commencement of the Tramway No. 4, and terminating in a line with the east side of Molesworth-street.

In Loampit-vale, for a distance of 3 chains, commencing 4 chains south of the south side of Algernon-street, and terminating 1 chain

south of the same point; for a distance of 3.50 chains, commencing at a point 2.90 chains south of the north side of Tyrwhitt-road, and terminating at the termination of of Tramway No. 4.

Tramway No. 5, wholly in the parish of St. Paul's, Deptford, commencing by a junction with Tramway No. 4, at the point of its termination, and passing in a north-westerly direction along Lewisham High-road, and terminating in that road 1 chain from the point of junction of the New Cross-road with the said Lewisham High-road.

Tramway No. 5 will be a single line, except at the following places, where it will be a double line:—

In Lewisham High-road, for a distance of 2.50 chains, commencing at a point 1.50 south-east the junction of Breakspears-road, and terminating 1 chain north-west of the said junction; for 3 chains, commencing 2.50 chains south-east of the junction of the Brockley-road, and terminating 50 links north-north-west of the said junction; for a distance of 3 chains, commencing half a chain from the termination of the tramway, measured in a south-easterly direction.

At the following places 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 the side of the streets hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway No. 1, in South-street, on both sides for a distance of 70 feet, commencing 70 feet north of the northern side of Circus-street, and terminating at the said side of Circus-street; and for a distance of 112 feet, commencing 112 feet north of the northern side of Blackheath-hill, and terminating at the said side of Blackheath-hill; on both sides for a distance of 198 feet in Lewisham-road, commencing 2.50 chains south of the southern side of Blackheath-hill, and terminating 5.50 chains south of that point; in Lewisham-road, on both sides thereof, for a distance of 198 feet, commencing on the south side of Albion-street, and terminating 198 feet south of the said side of Albion-street.

Tramway No. 3, in High-street, Lewisham, on the west side for a distance of 90 feet commencing 108 feet from the northern side of George-lane, and terminating at a point 198 feet south of the said point.

Tramway No. 4, in Loampit-vale, on both sides thereof, for a distance of 198 feet, commencing at a point 80 feet south-east of the south-east side of Algernon-street, and terminating 278 feet south-east of that street.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to work the said tramways, or some of them, or some part or parts thereof, by means of steam or other mechanical or motive power.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, bridges, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, electric lighting pipes, tubes, wires, and apparatus



within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed tramways or of the Bill, to purchase or acquire by compulsion or agreement, or to make easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Company 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, goods, minerals, and other traffic along the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole of some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill, of any paving, metalling, or road material extracted 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.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons other than the Company, with carriages with flange wheels or any other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons for the use of the said tramways with such carriages; and to confer all necessary powers in that behalf on all such other persons.

To make provision for regulating the passage of traffic (whether of the Company or not), along streets, roads, or places in which the proposed tramways will be laid, or on any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Bill.

To empower the Company 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 or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables, or carriage sheds, or works of the Company.

To enable the Company, 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 enable the Company and the Metropolitan Board of Works, or any Vestry, District Board, Trustees, or any bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, removing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To enable the Company and the London Tramways Company Limited from time to time to enter into, and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all or any of their respective tramways and works, or any part or parts thereof respectively, the supply of rolling stock, plant, and machinery, 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, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, 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 agreement which may have been made touching any of the matters aforesaid.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this notice.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Tramways Act, 1870.

And notice is hereby also given, that duplicate plans and sections of the proposed street 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 on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the intended street tramways and works which will be made or pass, and also a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November, as follows:—As relates to the parishes of St. Paul, Deptford, and Greenwich, with the clerk of the Greenwich District Board of Works, at his office, 141, Greenwich-road, S.E., and as relates to the parish of Lewisham, with the clerk of the Lewisham District Board of Works, at his office at Rushey-green, Cat-

ford, S.E., and as relates to the other parishes in or through which the tramways are proposed to be laid, with the parish clerk of each such parish at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto 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 12th day of November, 1886.

*F. C. Winby*, 101, Cannon-street, E.C.,  
Agent for the Promoters.

In Parliament.—Session 1887.

Pontypridd, Caerphilly, and Newport Railway. (New Railway near Machen; Abandonment of authorised Railway; Compulsory Purchase of Land; Tolls; Application of Funds and Increase of Capital; Extension of Time or Release of Deposit in respect of Railway opened; Agreements with the Brecon and Merthyr Tydfil Junction Railway Company; Amendment of Acts).

**N**OTICE is hereby given that the Pontypridd, Caerphilly, and Newport Railway Company (hereinafter called the "Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them, viz. :—

To make and maintain the Railway next hereinafter described, with all proper stations, approaches, sidings, junctions, and other works and conveniences connected therewith, that is to say :—

A Railway commencing in the parish of Machen, in the county of Monmouth, by a junction with the Caerphilly branch of the Brecon and Merthyr Tydfil Junction Railway, at a point 5 chains or thereabouts westward of the junction of the said branch with the main line of the Brecon and Merthyr Tydfil Junction Railway; thence passing from, in, through, or into the parishes, townships, and places of Machen, Machen Upper, and Bedwas in the county of Monmouth, and Bedwas, Van, and Rudry in the county of Glamorgan, and terminating in the said parish of Bedwas, in the county of Glamorgan, by a junction with the said Caerphilly Branch Railway at a point 13 chains or thereabouts measured in a westerly direction along the railway from the bridge carrying the road to Gwaun-y-bara Farm over the said Branch Railway.

To deviate laterally from the line, and vertically from the levels of the intended railway shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be authorised by the Bill.

To cross, stop up, alter, or divert temporarily or permanently, any roads, highways, paths, passages, bridges, railways, sidings, tramways, aqueducts, streams, rivers, sewers, drains, and pipes with which it may be necessary to interfere for the purposes of the intended railway and works connected therewith.

To purchase and take by compulsion and also by agreement lands, houses, and hereditaments, and to acquire easements in or over lands and hereditaments for the purpose of the intended railway and works, and to vary or extinguish all rights and privileges connected with the lands, houses, and hereditaments so purchased or taken.

To demand, take, and recover tolls, rates, and charges in respect of the intended railway and works, to alter existing tolls, rates, and charges,

and to confer exemptions from the payment of tolls, rates, and charges.

To enable the Company to apply to the purposes of the Bill any money raised or which they have power to raise, and for those purposes and the general purposes of their undertaking to raise additional capital by the creation and issue of new shares or stock, with or without a preferential dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or by the creation and issue of debenture stock.

To abandon the formation of the railway in the parish of Machen, in the county of Monmouth, described in and authorised by the Pontypridd, Caerphilly, and Newport Railway Act, 1882, and to relieve the Company and the Brecon and Merthyr Tydfil Junction Railway Company from all liabilities, obligations, and penalties in respect of their failure to construct and open that railway, and declare null and avoid, and cancel or rescind all contracts, agreements, and arrangements entered into with reference to the said railway and works, or the lands required for the same, or for widening or improving the Caerphilly Branch of the Brecon and Merthyr Tydfil Junction Railway; and the Bill will provide for the application to the intended railway of the money or stock deposited with the Chancery Division of the High Court of Justice in England, in respect of the application to Parliament for the said Act of 1882.

To revive and extend the time limited by the Pontypridd, Caerphilly, and Newport Railway Act, 1878, as extended by the Pontypridd, Caerphilly, and Newport Railway Act, 1882, for opening for the public conveyance of passengers, the Railway No. 1 authorised by, and constructed under the authority of the said Act of 1878; or to provide for the release, repayment, or retransfer out of the Chancery Division of the High Court of Justice, to the parties entitled thereto, of all moneys or stock deposited or transferred in respect of the said Railway No. 1, and of any interest or dividends which may have accrued or may accrue due on such moneys or stock, or any part thereof, and to confer all necessary powers in that behalf on the said Chancery Division, and on the Lords Commissioners of her Majesty's Treasury.

The Bill will authorise the Company on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company on the other hand, from time to time to enter into and carry into effect, vary, or rescind contracts, agreements, and arrangements for or with respect to any of the purposes of the Bill, and for or with respect to the use, working, management, and maintenance of their respective existing or authorised railways and works, or any part or parts thereof; the supply of engines, carriages, and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways or portions of railway forming the subject of any such contract or agreement; the management and regulation of such traffic; the payments to be made and the conditions to be performed with respect to such use, working, management, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the undertakings of the contracting Companies; the collection, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and the Bill will sanction or confirm and give effect to any such contract, agreement, or arrangement which previous to the passing thereof may be made with respect to all or any of the matters aforesaid.

The Bill will vary or extinguish all rights, powers, and privileges which may interfere with

its objects, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; and amend, enlarge, or repeal some of the provisions of the local and personal Acts following, that is to say, 22 and 23 Vict., cap. 98; 23 and 24 Vict., cap. 17, and any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, and the Pontypridd, Caerphilly, and Newport Railway Acts, 1878, 1880, 1882, and 1883.

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections showing the situation, line, and levels of the intended railway and works, with a book of reference to such plans, an ordinance map with the line of railway delineated thereon, 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 Glamorgan at his office at Cardiff, and with the Clerk of the Peace for the county of Monmouth at his office at Usk, and 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 parish in or through which the intended railway and works will be made or pass, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 18th day of November, 1886.

*William Bell*, 27, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1886—7.

Haslingden and Oswaldtwistle Tramways.

(Dissolution and Re-incorporation of the Accrington Corporation Steam Tramways Company Limited; Additional Capital; New Tramways from Oswaldtwistle to Church, and from Baxenden to Haslingden and Rawtenstall; Widening of certain Streets in Oswaldtwistle; Compulsory Purchase of Lands; Mechanical and other Power; Tolls; Agreements with Local Bodies; Running Powers over other Lines; Leasing Powers, &c.)

**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 all or some of the following amongst other purposes (that is to say):—

1. To dissolve the Accrington Corporation Steam Tramways Company Limited (hereinafter called the "Limited Company"), and to annul and cancel their memorandum and articles of association and to 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 (hereinafter referred to as "the Company"), and to vest in the Company all the leases, agreements, and contracts, plant, rolling stock, property, rights, easements, and effects, moneys, securities, and credits of what nature or kind soever now vested in or belonging to or held or enjoyed by the Limited Company.

2. To declare, define, and regulate the undertaking, capital, and borrowing powers of the

Company, and to make provision for the regulation and management of the affairs of the Company, and to authorize the Company to raise further money by shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of debentures, debenture stock, or otherwise.

3. To enable and empower the Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

(Where in the description in this notice of any of the proposed tramways reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction (as the case may be) is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and if needs be produced would intersect each other, and where reference is made to a building or house the measurement is taken from a point in the centre line of tramway from which a perpendicular line would cut the particular portions of the building mentioned. All measurements are taken along the centre line of proposed tramway.)

Tramway No. 1. Commencing by a junction with the Accrington Corporation Tramway in Manchester-road, Lower Baxenden, at a point 0·06 chain south-east of the south-eastern corner of the dwelling-house No. 698, at the boundary of the townships of Henhead and Lower Booth, thence passing in an easterly direction and in a southerly direction along Blackburn-road, otherwise Haslingden-road and Manchester-road, Haslingden, and terminating in the last-mentioned road at a point 1·80 chain south-east of the intersection of Dear Den Gate with Manchester-road.

Tramway No. 1 will be a single line of tramway except at the following places where it will be a double line:—

In Blackburn-road from a point 1·65 chain west of the north-western angle of dwelling-house No. 696 for a distance of 3 chains to the east; also from a point 0·25 chain west of the intersection of Worsley-street for a distance of 3 chains to the east; also from a point 5·60 chains south-east of the side entrance gate to St. John's Church, Stonefold, for a distance of 3 chains to the south-east; also from a point 1·55 chain north of the milestone marked "Accrington, 3 miles," for a distance of 3 chains to the south; also from a point 1·60 chain south of the entrance gate to Carter's-place for a distance of 3 chains to the south; also from a point 0·60 chain south of the entrance to dwelling-house No. 331 for a distance of 3 chains to the south; also from a point opposite the lamp post at dwelling-house No. 248 for a distance of 3 chains to the south; also from a point 1·60 chain south of the intersection of Spring-lane for a distance of 3 chains to the south; also from a point 0·10 chain north of the northern corner of dwelling-house No. 84 for a distance of 3 chains to the south; also from a point 0·95 chain north-west of the intersection of Townsend-street for a distance of 3 chains to the south-east.

Tramway No. 1A, commencing by a junction with Tramway No. 1 in Blackburn-road at a point 0·60 chain north-west of Dear Den Gate, thence passing by a curve in a southerly direction along Dear Den Gate, and terminating therein at

a point 0·25 chain south of its intersection with Ratcliffe-street.

Tramway No. 1A will be a single line of tramway for its whole length.

Tramway No. 1B, commencing by a junction with Tramway No. 1A in Dear Den Gate at a point 0·80 chain north of its intersection with Ratcliffe-street, thence passing by a curve in an easterly direction into and along Manchester-road, and terminating therein by a junction with Tramway No. 1 at a point 0·85 chain south-east of the intersection of Dear Den Gate.

Tramway No. 1B will be a single line of tramway for its whole length.

Tramway No. 2, commencing by a junction with the termination of Tramway No. 1 in Manchester-road, Haslingden, thence passing in a south-easterly direction into Rawtenstall-road, otherwise Haslingden New-road, thence in a northerly direction and an easterly direction, and terminating in the last-named road at a point 2·50 chains, or thereabouts, south-westward of the south-west angle of the Queen's Arms Hotel at Rawtenstall.

Tramway No. 2 will be a single line of tramway, except at the following places, where it will be a double line :—

In Manchester-road from a point 0·25 chain north-west of the intersection of Co-operative-street for a distance of 3 chains to the south-east; also from a point 1·70 chain south-east of the intersection of Lee-street, for a distance of 3 chains to the south; also from a point opposite the north-western corner of the Rose and Crown Inn, for a distance of 3 chains to the north-west; also in Manchester-road and Rawtenstall-road (otherwise Haslingden New-road), from a point opposite the south-western corner of dwelling-house, No. 362, in Manchester-road for a distance of 3 chains in a southerly and easterly direction; also in Haslingden New-road, from a point 2·60 chains south-west of the main entrance gate to the Haslingden Union Workhouse, for a distance of 3 chains to the north-east; also from a point 2·45 chains north-east of the northern corner of dwelling-house, No. 96 (Hawthorne-terrace), for a distance of 3 chains to the north-east; also from a point 2·20 chains east of the intersection of Oakley-street, for a distance of 3 chains to the east; also from a point 4·20 chains west of the milestone marked "Bacup  $4\frac{1}{4}$  miles," for a distance of 3 chains to the west; also from a point 0·50 chain west of the termination of the Tramway, for a distance of 3 chains to the west.

Tramway No. 3 commencing by a junction with the Accrington Corporation Tramways in Blackburn-road, Church, at a point 0·50 chain east of the intersection of Market-street, thence passing by a curve in a southerly direction along Market-street, Church, and in a southerly direction, and thence in a westerly direction along Union-street, Oswaldtwistle, and terminating therein at a point 0·25 chain east of the centre of Smithy Brook Bridge.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line :—

In Market-street, Church, at a point 0·95 chain south of the intersection of Ainsworth-street for a distance of 3 chains to the south. In Union-street, Oswaldtwistle, from a point 0·25 chain south of the intersection of Queen-street, for a distance of 3 chains to the south; also from a point 1·65 chain north-east of the intersection of Rhyding-street, for a distance of 3 chains to the south-west; also from a point 0·60 chain south-west of the intersection of Cross-street, for a distance of

3 chains to the south-west; also from a point 1·50 chain east of the intersection of New-lane, for a distance of 3 chains to the west.

Tramway No. 3A, commencing by a junction with the Accrington Corporation Tramways in Blackburn-road, Church, at a point 0·50 chain west of the intersection of Market-street, thence passing by a curve in a southerly direction into Market-street, and terminating therein by a junction with Tramway No. 3, at a point 0·55 chain south of the intersection of Blackburn-road.

Tramway No. 3A will be a single line of tramway for its whole length.

Tramway No. 3B commencing in Union-street, Oswaldtwistle, by a junction with Tramway No. 3 at a point 1·90 chain east of the centre of Smithy Brook Bridge, thence passing by a curve in a south-westerly direction into Brookside-lane, and terminating therein at a point 1·55 chain south-west of the intersection of Union-street.

Tramway No. 3B will be a single line of tramway for its whole length.

Tramway No. 3C commencing by a junction with Tramway No. 3 in Union-street, Oswaldtwistle, at a point 0·80 chain east of the centre of Smithy Brook Bridge, thence passing by a curve in a south-easterly direction into Brookside-lane, and terminating therein by a junction with Tramway No. 3B at a point 0·50 chain south-west of the intersection of Union-street.

Tramway No. 3C will be a single line of tramway for its whole length.

In the following instances the tramways will be so laid 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 road specified in each instance and the nearest rail of the tramway.

Tramway No. 1. In Blackburn-road from a point 1·30 chain west of the north-western angle of the dwelling-house No. 696 for a distance of 2·25 chains to the south-east on both sides; also from a point 6 chains south-east of the side entrance gate to St. John's Church, Stonefold, for a distance of 1·60 chain to the south-east on both sides; also from a point 1·95 chain south of the entrance gate to Carter's-place for a distance of 2·25 chains to the south on both sides; also from a point 1·05 chain south of the entrance to dwelling-house No. 331 for a distance of 2·25 chains to the south on both sides; also from a point opposite the centre of dwelling-house No. 235 for a distance of 0·80 chain to the south on both sides; also from a point opposite the centre of dwelling-house No. 119 for a distance of 2·25 chains to the south on both sides; also from a point 0·75 chain south-east of the intersection of Townsend-street for a distance of 0·85 chains to the south-east on both sides.

Tramway No. 2. In Manchester-road from a point 0·15 chain south-east of the intersection of Co-operative-street for a distance of 2·25 chains to the south-east on both sides; also from a point 0·35 chain north-west of the north-western corner of the Rose and Crown Inn for a distance of 2·25 chains to the north-west on both sides; also in Haslingden New-road from a point 2·20 chains south-west of the main entrance gate to the Haslingden Union Workhouse for a distance of 0·55 chain to the north-east on both sides; also from a point 2·80 chains north-east of the northern angle of dwelling-house No. 96 (Hawthorne-terrace) for a distance of 1·30 chain to the north-east on both sides; also from a point 2·55 chains east of Oakley-street for a distance of 2·25 chains to the east on both sides; also from a point 4·60 chains west of the milestone

marked "Bacup  $4\frac{1}{2}$  miles" for a distance of 2.25 chains to the west on both sides; also from a point 0.90 chain west of the termination of the tramway for a distance of 2.25 chains to the west on both sides.

**Tramway No. 3.** In Market-street, Church, from its commencement for a distance of 4.20 chains to the south on both sides; also from a point 1 chain north of the centre of the Railway Hotel for a distance of 0.46 chain to the south on both sides. In Union-street, Oswaldtwistle, from a point 0.40 chain south of the intersection of Queen-street for a distance of 2.60 chains to the south-west on both sides; also from a point 0.50 chain south-west of the intersection of Rhydding-street for a distance of 0.85 chain to the south-west on both sides; also from a point 0.60 chain south-west of the intersection of Harvey-street for a distance of 0.60 chain to the south-west on both sides; also from a point 0.25 chain south-west of the intersection of Shed-street for a distance of 0.60 chain to the south-west on both sides; also from a point 0.30 chain west of the intersection of Roegreave-road for a distance of 1.80 chain to the west on both sides; also from a point 1.20 chain east of the intersection of New-lane for a distance of 2.25 chains to the west on both sides.

Which said intended tramways will pass or be made from, in, through, or into, or be situate within the parish, townships, or extra-parochial places following, or some or one of them (that is to say): the parish of Whalley, the townships of Henheads, Lower Booths, Haslingden, Church, and Oswaldtwistle, all in the county of Lancaster.

To enable the Company to make the following works, or some of them, or some part or parts of them, in the Local Board District and township of Oswaldtwistle.

To widen the western side of Union-street, opposite the Castle Inn, from a point 0.40 chain north, to another point 0.40 chain south of the bend of the road at the dwelling-house, No. 26

To widen the north-western side of Union-street, from a point 0.20 chain south-west of the intersection of Rhydding-street for a distance of 1.40 chain, or thereabouts, to the south-west; also from the southern corner of Harvey-street to the southern corner of dwelling-house No. 224.

To widen the south-eastern side of Union-street from a point 1.30 chain south-west of the intersection of Rhydding-street, for a distance of 2.60 chains or thereabouts to the south-west.

To authorize the Company and the Local Board of the District of Oswaldtwistle to enter into and fulfil contracts for and in relation to such widenings, or some of them, or some part or parts thereof.

To authorize the Company, with the consent of the local authority or the road authority where such tramway is situate, to work and use the proposed tramways by means of steam, electrical, or mechanical or animal power, or by all or any of those means.

The tramways will be constructed on a gauge of 4 feet or such other gauge as may be authorized by the Board of Trade, and power will be sought to authorize the Company on all or any of such tramways as aforesaid to use engines, carriages, or cars of any width not exceeding 6 feet. It is not intended to run on the tramways carriages or trucks adapted for use on railways.

To authorize the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and

other places as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage sheds, or works, or buildings of the Company.

To authorize the Company to enter (upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and apparatus within all or any of the parishes or places mentioned in this notice for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company for all or any of the purposes of their undertaking to purchase or acquire by compulsion or agreement, and to hold, sell, and let lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands, and to authorize, sanction, and confirm any sale, lease, or other disposition of any lands which may be or may have heretofore been made by them.

To empower the Company where necessary or expedient to widen any street or streets through which the said tramways may pass.

To empower the Company 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 a tramway, 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 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.

To enable the Company to levy tolls and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer exemptions from the payments of tolls, rates, or charges.

To empower the Company on the one hand, and the Corporation of Accrington, the local boards, and the several vestries, district boards, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, 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, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company to take or acquire leases of, or otherwise, and to run over and use with their engines, carriages, and vehicles of every description, servants and horses the tramways authorized by "The Accrington Corporation Tramways Act, 1882," and "The Blackburn Improvement Act, 1882," and any additions or extensions thereof, and to make physical junctions with such tramways respectively.

To confer upon the Company all powers, rights, and authorities which are or may have become necessary for carrying the objects of the Bill into complete and full effect, to 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.

To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," or any statutory modifications thereof respectively for the time being.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, 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, in the said county, and with the parish clerk of the parish of Whalley, at his office.

And notice is hereby further given, that on or before the 21st day of December in the present year, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1886.

*Edward Morley Chubb*, 11, Pancras-lane,  
London, Solicitor for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

Board of Trade—Session 1887.

Sunbury Gas.

(Application to the Board of Trade by the Sunbury Gas Consumers Company, Limited, for a Provisional Order under the Gas and Water Facilities Act, 1870, for powers to maintain and continue Gas Works; and to manufacture and supply Gas within the parishes of Sunbury, Littleton, Ashford, Hanworth, and Feltham, all in the county of Middlesex; supply of Gas in bulk; extension of Mains, &c.; Breaking up, &c., of Streets; Patent Rights; Rates and Charges, Increase of Capital; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade by the Sunbury Gas Consumers Company, Limited (hereinafter called "the Company"), for a Provisional Order, pursuant to the Gas and Water Works Facilities Act, 1870, for the following, or some of the following, amongst other purposes, that is to say:—

To authorise the Company to maintain and continue and from time to time to alter, enlarge, pull down and re-erect their existing gas works, retorts, gasholders, receivers, purifiers, meters, apparatus, and works for the manufacture, distribution, and storage of gas and of coke and other residual products obtained in the manufacture of gas, and matters producible therefrom, on the lands now belonging to the Company, situate in the parish of Sunbury, in the county of Middlesex, containing 5,185 square yards or thereabouts, and bounded on the south or towards the south by a field belonging, or reputed to belong to, Killingworth Hedges, on the north or towards the north by the cemetery belonging to the vestry of Sunbury, on the east or towards the east by a building yard belonging to, or reputed to belong to, Robert Bushell, and on the west or towards the west by a field belonging to, or reputed to belong to, Killingworth Hedges and by a gravel pit or pits belonging to, or reputed to belong to, Mrs. Ellen Shairpe.

To supply gas in bulk to any local authority authorised to supply gas, or to any other gas company for re-sale and distribution in any adjoining districts beyond the Company's limits.

To make such extension of their mains, pipes, and works within the proposed limits of supply as may in the opinion of the Company be necessary, and for that purpose to open and break up the soil and pavement of any streets, roads, highways, bridges, or other passages or places within the limits of supply.

To authorise the Company to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas and the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light.

To empower the Company for the general purposes of their undertaking to acquire and hold other lands by agreement.

To authorise the Company to make and store gas in and upon the said lands, and to supply and sell gas within the parishes of Sunbury, Littleton, Ashford, Hanworth, and Feltham aforesaid, and to manufacture coal-tar, coke, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas and matters producible therefrom, and to sell and dispose of the same at the works and elsewhere.

To incorporate with the Provisional Order, and extend and apply as well to the mains, pipes, and works of the Company laid down or constructed before the passing of the Act confirming such Provisional Order as to all mains, pipes, and works which may be laid down or constructed under the authority of such Order, the powers and provisions of the Gas Works Clauses Act, 1847, and of the Gas Works Clauses Act, 1871, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the provisions of those Acts, or either of them, and to alter, amend, or repeal any Acts or Orders that may interfere with the objects of the proposed Order.

To enable the Company to raise additional capital by shares or stock and by borrowing, by debenture stock or otherwise, subject to all such shares or stock being sold by auction or by tender, with power to issue any new shares or stock with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Provisional Order.

To incorporate with the intended Order, so far as the same are applicable, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869.

To vary or extinguish all existing rights and privileges which would interfere with the objects or purposes of the Provisional Order, and to confer other rights and privileges.

To enable the Company to manufacture, purchase, or hire, and supply gas meters, fittings, gas stoves, and cooking or other apparatus, and also to manufacture, purchase, let, or deal in, and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges, and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing, and other purposes by means of gas, and all articles and things in any way connected with gasworks or with the supply of gas.

To levy and recover rates 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 by the Company.

And generally to confer all such further or other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

On or before the 30th day of November instant, a map of the lands at present in use and proposed to be used for the manufacture and storage of gas, and of residual products arising in the manufacture of gas, together with a copy of this advertisement, will be deposited for public inspection in the office of the Clerk of the Peace for the said county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, 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 offices of Messrs. Wyatt, Hoskins, Hooker, and Williams, No. 28, Parliament-street, Westminster, 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 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 next ensuing, and that copies of the objections must at the same time be sent to the Parliamentary Agents for the promoters, Messrs. Wyatt, Hoskins, Hooker, and Williams, at their offices, 28, Parliament-street, Westminster, aforesaid, 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 promoters or their agents.

Dated the 16th day of November, 1886.

*Wyatt, Hoskins, Hooker, and Williams,*  
28, Parliament-street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1887.

Bolton Corporation.

(Appropriation of part of Wayoh Waters to Corporation of Bolton for supply to Edgworth, Entwistle, and Turton, and other Water Limits of Corporation, and Compensation therefor in Water from Entwistle Reservoir; Agreements with Managers of Wayoh Waters; Further Provision as to supply of Water to Dwelling Houses; Power to Corporation to run Carriages worked by Animal or Mechanical Power on Bolton and Suburban Tramways, and to take Toll therefor; Agreements with and Money Powers to Local Boards of Astley Bridge, Farnworth, and Kearsley, with respect to such running; Additional Powers as to Gas Stoves and Fittings; Bye-laws for Cemeteries; Redemption or Purchase of Gas Annuities; Levying of Rates by and Borrowing Powers to Corporation and said Local Boards; Appropriation of Lands by Corporation, and acquisition of additional Lands; Repeal and Amendment of Acts; Incorporation of Acts.)

**A** PPLICATION will be made to Parliament in the ensuing session thereof by the Mayor, Aldermen, and Burgesses of the borough of Bolton (hereinafter referred to as 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 take and appropriate for the supply of water for any purpose within the townships of Edgworth, Entwistle, and Turton, and other parts of their water limits, or any of them, such portion of the Wayoh Waters as may have been, or hereafter may be, agreed on between the Corporation and the managers of the Wayoh Waters, upon such terms and conditions as may have been or which hereafter may be agreed on between the Corporation and the said managers; and to authorise the Corporation, as compensation for the water so taken, to discharge from their Turton and Entwistle reservoir an equal or other quantity of water, or make other compensation therefor; and to provide, place, and maintain all such gauges, meters, valves, and valvemen, as may be requisite or expedient for measuring, ascertaining, controlling, and regulating the water so respectively taken and discharged, and to empower the Corporation and the said managers from time to time to enter into and fulfil, and to rescind and vary contracts and agreements for and in relation to any of the matters in this paragraph referred to.

2. To make provision with respect to the supply of water to dwelling houses, whereof any part is used or occupied for or in conjunction with any trade or farming purpose.

3. To empower the Corporation at any time after the expiration of the present lease of the tramways hereinafter mentioned, to place and run carriages on such of the tramways authorised by the Bolton and Suburban Tramways Order, 1878 (hereinafter referred to as the Order of 1878) as are situate within the said borough, and within places other than the districts of the local boards hereinafter mentioned, and by arrangement with the local boards for the respective districts of Astley Bridge, Farnworth, and Kearsley, on such of the tramways as are situate within those respective districts; and to demand and take tolls and charges in respect of the use of such carriages, and to exercise in respect of the tramways for the time being so run on, and the carriages running thereon, such and the like powers as the lessees of the Corporation now exercise or have, subject to any modifications contained in the Bill or prescribed by Parliament.

4. To authorise the Corporation to work the tramways by means of animal, or steam, compressed air, cable, or other mechanical power, or by electrical power.

5. To authorise the Corporation to purchase or hire the horses, engines, carriages, trucks, harness, stables, appliances, and conveniences, requisite or expedient for the convenient working and user of the said tramways.

6. To authorise the Corporation on the one hand, and the said local boards or any of them on the other hand, from time to time to enter into and fulfil contracts and agreements for or in relation to the working of the tramways belonging to the respective local boards, and to vary and rescind such contracts and agreements, and to confirm, with or without alteration, any such contracts and agreements as may have been, or which during the progress of the Bill may be entered into, and to authorise the said local boards so agreeing to apply for the purposes of such contracts or agreements any of their funds, rates, and revenues, and to borrow moneys on the security thereof, and to provide for the repayment of such moneys.

7. To authorise the Corporation to appropriate any of their lands for the purposes of the Bill, and to acquire additional lands by agreement.

8. To make further provision with respect to the providing, letting for hire, and fixing of gas stoves, gas engines, and other apparatus for the supply or consumption of gas.

9. To enable the Corporation to make and enforce bye-laws with respect to the management, regulation, and control, and fixing the charges for the use of their Cemeteries.

10. To empower the Corporation by agreement to redeem or purchase any gas annuity created under the Bolton Corporation Act, 1872, at a higher rate than by that Act provided.

11. To authorise the Corporation to apply to the purposes of the Bill their existing funds, rates, and revenues, and any moneys they are still authorised to raise, and to enlarge their existing borrowing powers, and enable them to raise additional moneys by mortgage or by the creation and issue of Corporation stock, on security of all or any of their funds, rates, and revenues, and to provide for the repayment of such borrowed moneys, and for the purposes of the Bill to levy new or additional and to vary existing rates and charges, and confer, vary and extinguish exemptions therefrom.

12. The Bill will vary or extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and will repeal, alter, or amend the necessary provisions of "The Bolton Improvement Act, 1854," "The Bolton Improvement Act, 1864," "The Bolton Improvement Act, 1865," "The Bolton Corporation Act, 1872," "The Bolton Improvement Act, 1877," "The Bolton and Suburban Tramways Order, 1878," "The Bolton Improvement Act, 1882," and any other Act or Acts relating directly or indirectly to the Corporation, the said local boards, or the said managers respectively, and will or may incorporate with or without alteration the provisions of "The Tramways Act, 1870," and "The Waterworks Clauses Acts, 1847 and 1863," and "The Public Health Act, 1875," and "The Local Loans Act, 1875."

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 20th day of November, 1886.

*E. G. Hinnell*, Town Clerk, Bolton.

*Dyson and Co.*, Parliamentary Agents, 23 and 24, Parliament-street, Westminster, S.W.

In Parliament.—Session 1887.

Kirkheaton, Dalton, and Lepton Gas.

(Dissolution and Re-incorporation of Kirkheaton, Dalton, and Lepton Gas Company Limited; Supply of Gas in Kirkheaton and Lepton Townships; Maintenance of Existing and Construction of New Works in those Townships and Township of Dalton; Rates, Rents, &c.; Purchase of Lands; Agreements with and Powers to Corporate Bodies and Persons; Amendment of Acts, &c., &c.)

**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 effecting the purposes, or some of the purposes following (that is to say):—

1. To dissolve the Kirkheaton, Dalton, and Lepton Gas Company Limited (hereinafter called "the Limited Company"), and to cancel or annul their memorandum and articles of association and any special resolution under which they are now acting, and to provide for their winding up.

2. To incorporate into a Company (hereinafter called "the Company") the proprietors of the

Limited Company, or some of them, with or without other persons and corporations.

3. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privileges, easements, licenses, and agreements, and benefits of licenses and agreements of the Limited Company.

4. 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.

5. To authorise and empower the Company to continue, maintain, alter, improve, enlarge, extend, and renew, or discontinue works for the manufacturing and storing of gas, and for the conversion or utilization and distribution of materials used in and about the manufacture of gas, and of residual products resulting from such manufacture, upon the following lands and hereditaments, or some of them, or some part or parts thereof respectively, all which lands or hereditaments are situate in the township of Dalton, in the parish of Kirkheaton, in the West Riding of the county of York (that is to say):—

(a.) A plot of land now in the occupation of the Limited Company, containing 2,420 superficial square yards, or thereabouts, situate in the said township of Dalton, and bounded on the north-west, north, and north-east sides thereof by land belonging to Mr. Frederick Learoyd; on or towards the south-east side thereof by the land hereinafter described (b); and on or towards the south-west side thereof by Kirk Ings Beck (otherwise Lepton Dike). And also a plot of land in the occupation of the Limited Company, situate in the said township of Dalton, and adjoining the said plot of land above-described at the east corner thereof, and also adjoining Crossley-lane, leading from Huddersfield to Kirkheaton aforesaid, on the south-west side thereof, containing by admeasurement 300 superficial square yards, or thereabouts, and bounded on or towards the north-east by Crossley-lane aforesaid, on or towards the north-west by land belonging to the said Mr. Frederick Learoyd, and on or towards the south-east by the land hereinafter described (b).

(b.) A plot of land situate on the south-east of and immediately adjoining the lands (a) above-described, bounded on the north-west by the lands (a) above described, on the south by Kirk Ings Beck aforesaid, and on the north-east by land belonging to Henry Frederick Beaumont, Esq., and containing by admeasurement 1,484 superficial square yards, or thereabouts.

And upon those lands or some of them, to manufacture gas, and to manufacture, convert, and utilize such materials and residual products as aforesaid, and to store gas and erect houses, offices, works, and other buildings.

6. To empower the Company to hold, purchase, take on lease, and otherwise acquire by agreement, the lands (b) lastly above described, and any other lands, houses, and hereditaments in the parishes and places hereinafter mentioned, or some or one of them, or easements or rights in, over, or affecting any such lands, houses, and hereditaments, and from time to time to sell, let, and dispose thereof.

7. To enable the Company to supply gas for public and private purposes to and within the



following parishes, townships, and places, all in the West Riding of the county of York, or some of them, or some part or parts thereof respectively, that is to say:—The whole of the township of Kirkheaton, in the said parish of Kirkheaton, and so much of the township of Lepton, in the said parish of Kirkheaton, as is not included within the limits of supply of the Kirkburton Gas Light Company Limited, as defined by the Kirkburton Gas Order, 1884.

8. To authorise 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 for 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, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the limits above defined for the supply of gas, as well as the streets or roads known as Crossley-lane, Mill-lane, or School-lane, Waterloo-road, Albany-road, and Wakefield and Austerlands Road, in the said township of Dalton.

9. To authorise and empower the Company to manufacture, hire, let, or sell, and deal in 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 demand and take and recover rates, rents, and charges, differential or otherwise, for the supply of gas, and for the sale or hire of gas meters, fittings, stoves, engines, and other apparatus, 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 and empower 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 with any urban or rural sanitary or any highway authority, and any railway company, and any other companies, bodies, or persons, and to confer all necessary powers in that behalf upon all such authorities, companies, bodies, and persons, and to enable them to apply for the purpose of any such contract or arrangements any funds or moneys which they have raised, or may raise, under any Act of Parliament or otherwise.

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

13. To amend, and so far as may be necessary for any of the purposes aforesaid, to repeal the provisions, or some of the provisions, of all or any of the following local and personal Acts of Parliament, that is to say—The Huddersfield Gas Act, 1861; the Huddersfield Improvement Act, 1871; and the Huddersfield Waterworks and Improvement Act, 1876; and any other Act or Acts relating to the Mayor, Aldermen, and Burgesses, or to the borough of Huddersfield; Mirfield Gas Act, 1860, and any other Act or

Acts relating to the Mirfield Gas Company or their undertaking.

14. 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, 1886.

*Mills and Bibby*, Estate-buildings, Huddersfield, Solicitors.

*Rees and Frere*, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Hornsey Local Board (Purchase of Churchyard Bottom Wood).

(Powers to Ecclesiastical Commissioners to convey, and to the Hornsey Local Board to acquire, a Site for a Public Park or Recreation Ground at Highgate, and for the Control and Management thereof; Bye-laws; Powers to the Corporation of City of London, Vestries and District Boards of the Metropolis, the Charity Commissioners, the Trustees of the London Parochial Charities now or hereafter to be established under the provisions of "The City of London Parochial Charities Act, 1883," and other Bodies charged with the administration of the City Parochial Charities Fund under the provisions of the said Act, and other Corporate and Public Bodies; Borrowing of money charged on Rates; Application of City Cash and other Funds to purposes of intended Act; Authorising and Confirming Agreements; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Local Board for the district of Hornsey, in the county of Middlesex (hereinafter called "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill, to be subsequently passed into an Act, to effect the following, or some of the following, among other purposes, that is to say:—

1. To enable the Ecclesiastical Commissioners for England (hereinafter called "the Commissioners"), and all other persons (if any) having any right, title, or interest therein or thereto, to grant and convey, and the Board to acquire or purchase by agreement (and not otherwise), and hold without license in mortmain, on and subject to such terms, conditions, and stipulations as may be contained in the intended Act, certain lands known as the Churchyard Bottom Wood, containing fifty-two acres three roods, or thereabouts, situate at Highgate, in the parish of Hornsey, in the county of Middlesex, and within the district of the Board.

2. To confer upon the Board all needful powers for securing the said lands as a park or open space and place of recreation and enjoyment for the public, and to authorise the enclosure and maintenance of the same, or part or parts thereof, for the purposes aforesaid, and for the purpose, as far as possible, of preserving the natural aspect thereof.

3. To provide for laying out, planting, maintaining, controlling, using, regulating, and improving, preserving, managing, and closing the said lands, and otherwise with reference thereto.

4. To authorise the making of bye-laws and regulations with reference to all or any of the matters aforesaid, and the enforcing thereof by penalties or otherwise.

5. To declare that, for police purposes, the said lands shall be deemed places of public resort, and to confer upon the police all necessary powers in relation thereto.

6. To make provision with reference to the formation, maintenance, and lighting, by the Commissioners, or the Board, or the owners of

the adjoining lands, or such other bodies or persons as the intended Act may prescribe, of the roads and approaches to, and fronting, adjoining, and abutting on the said lands, and with reference to the grant by the Commissioners and all other necessary persons (if any) of rights of way, and other rights, easements, and privileges in regard to roads, and to sewers and drains, and other matters in and over the said lands, and the lands and roads adjoining or surrounding the same.

7. To authorise the stopping up, whether temporarily or permanently, of any carriage or footway of any street or road which may interfere with the objects aforesaid, and, so far as may be deemed proper for the purposes aforesaid, to extinguish any right of way or other right in, over, or affecting the said lands, or any part thereof.

8. To authorise the alteration or removal (if found requisite) of any drains, watercourses, mains, pipes, sewers, tubes, wires, or other works or things in or upon the said lands or any part thereof, or on any lands adjacent thereto.

9. To enable the Board to make provision as to the costs of the intended Act and purchase being defrayed by the application of moneys borrowed by the Board upon the security of the general district rate, under the control of or levied by the Board, and to authorise and enable the Vestry of any parish or the District Board of any district mentioned in the Metropolis Management Act, 1855, the Mayor and Commonalty and Citizens of the City of London (hereinafter called "the Corporation"), the Charity Commissioners, the Trustees of the London Parochial Charities now or hereafter to be established under the provisions of the City of London Parochial Charities Act, 1883, and other bodies charged with the administration of the City Parochial Charities Fund under the provisions of the said Act, and any other corporate or public body, trustee, or persons, in such proportions and in such manner as may be determined upon by the said bodies or persons respectively hereinbefore particularly specified.

10. To enable the Board to transfer the said lands to the Corporation, if willing to accept such transfer, upon such terms as may hereafter be agreed upon, and from and after such transfer (if any) to vest the rights and powers given by the said intended Act to the Board in the Corporation.

11. To enable the Corporation to provide the funds required for the purposes of the intended Act out of the City cash, or out of the City of London grain duty, the London coal and wine duties, or out of any other fund at the disposal of the Corporation, or which may be placed at their disposal or otherwise contributed by Parliament or any public body, or trustees or any other persons or person, or which may be applicable under any will, deed, or other instrument for the benefit of the poorer classes of the City of London, or any other charitable purpose, or which may be otherwise provided for that purpose under or by virtue of the provisions of the intended Act, and to empower the Corporation to borrow further moneys on all or any of the securities hereinbefore mentioned for the purposes of the intended Act.

12. To enable the Corporation to apply any part of any such funds as aforesaid to the acquisition (by agreement), maintenance, regulation, and improvement of any other lands situate and being within the district of the Board which it may be deemed desirable to acquire and devote to the use of the public as recreation grounds, parks, or open spaces.

13. To authorise the Board, the Corporation, and the Commissioners or the Metropolitan Board of Works, or any other body, persons, or person, to enter into agreements for carrying into effect the objects of the intended Act, or otherwise with reference thereto, or as may be prescribed or authorised by the intended Act, and to confirm any agreement or agreements already made, or which, prior to the passing of the intended Act, may be made between all or any of the said bodies or persons for or with reference to any of the objects of the intended Act.

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

15. To incorporate in the Act the necessary provisions of "The Public Health Act, 1875," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to amend, alter, and enlarge all or some of the provisions of "The London Coal and Wine Duties Continuance Act, 1868," "The Metage on Grain (Port of London) Act, 1872," "The City of London (Various Powers) Act, 1877," "The Corporation of London (Open Spaces) Act, 1878," and of any other Act or Acts continuing or enlarging the same, or relating to the Corporation.

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, 1886.

*Alfred C. Tatham*, Library Chambers, Gray's Inn, W.C., Solicitor of the Hornsey Local Board.

*Edward Walmisley*, 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1887.

Lynton Railway.

(Extension to, and Quay Wall or Embankment at, Combemartin; Junction; Deviations; Provisions relating to Gauge and Construction of Railways; Powers to sell and let lands and buildings, &c.; Extension of time for purchase of lands; Additional Share and Loan Capital; Payment of Interest out of Capital; Other Powers; Amendment or Repeal of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, by the Lynton Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following, among other purposes, that is to say:—

1. To authorise the Company, to make and maintain the railways, deviations or alterations, and quay wall, or embankment hereinafter described, or some or one of them or some part or parts thereof, respectively, together with all proper and necessary stations, sidings, junctions, quays, wharves, shipping and landing places, stages, staiths, drops, slips, warehouses, sheds, cranes, lifts, dolphins, buoys, roads, approaches, communications, tramways, works, and conveniences connected therewith or incidental thereto, respectively (that is to say):—

Railway No. 1.—A railway commencing in the parish of Kentisbury, in the County of Devon, by a junction with the railway of the Company, authorised by the Lynton Railway Act, 1886, at or near the commencement thereof, in a field numbered 1, in the said parish of Kentisbury, on the plans deposited for the purposes of that Act, and 240 on the Tithe Commutation Map of the said parish of Kentisbury, and terminating in the parish

of Combemartin, in a field numbered 57 on the Tithe Commutation Map of that parish, at a point 80 yards or thereabouts, measured in an easterly direction, from high water mark, and 180 yards or thereabouts, measured in a north-easterly direction, from the front of the Marine Hotel at Combemartin, which said intended Railway No. 1 will be made or pass from, in, through, or into the several parishes, townships, extra parochial and other places following, or some of them, (that is to say):—Kentisbury, Paracombe, and Combemartin, all in the County of Devon.

**Railway No. 2.**—A railway wholly situate in the parish of Challacombe, in the County of Devon, commencing by a junction with the railway of the Company, authorised by the Lynton Railway Act, 1885, in a field numbered 4, in the said parish of Challacombe, on the plans deposited for the purposes of that Act (and which plans were deposited with the Clerk of the Peace for the County of Devon, in November, 1884, under the title of the Filleigh and Blackmoor Gate Railway), and terminating by a junction with the railway of the Company, authorised by the Lynton Railway Act, 1886, in a field numbered 12 in the said parish on the plans deposited for the purposes of that Act.

A deviation or alteration commencing in the parish of Filleigh, in the County of Devon, by a junction with the railway of the Company, authorised by the Lynton Railway Act, 1885, in a field numbered 16, in the said parish of Filleigh, on the said plans deposited for the purpose of that Act, and terminating in the parish of East Buckland, in the said County, by a junction with the said railway authorised by the said Act of 1885, in a field numbered 7, in the said parish of East Buckland, on the said plans deposited for the purposes of that Act, which said intended deviation or alteration will be wholly situate in the said parishes of Filleigh and East Buckland.

A deviation or alteration commencing in the parish of East Buckland, in the County of Devon, by a junction with the railway of the Company, authorised by the Lynton Railway Act, 1885, in a field numbered 51, in the said parish of East Buckland, on the said plans deposited for the purposes of that Act, and terminating in the said parish of East Buckland, by a junction with the same authorised railway in a field numbered 75, in the same parish, on the same plans, which said intended deviation or alteration will be wholly made or situate in the parishes of East Buckland and West Buckland, or one of them, in the said County.

A quay wall or embankment, to be wholly situate in the parish of Combemartin, in the County of Devon, and on the bed and shore of Combemartin Bay, commencing on the beach or shore, at a point 20 yards, or thereabouts, measured in a south-easterly direction from high-water mark, and 105 yards or thereabouts measured in a north-easterly direction from the front of the Marine Hotel, at Combemartin, thence proceeding in a north-westerly direction for a distance of 155 yards or thereabouts, and thence proceeding in a north-easterly direction for a distance of 35 yards or thereabouts, and terminating at a point on the shore or beach 150 yards or thereabouts, measured in a north-westerly direction from the northern fence of the said field numbered 57

on the Tithe Commutation Map of that parish.

2. To confer on the Company the powers following:—

- (a) To purchase and take by compulsion or agreement lands, houses, easements, rights, and property required for the purposes of, and to levy tolls, rates, and duties for the use of the intended works or any of them, or any part or parts thereof, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates and duties.
  - (b) To cross, stop up, alter or divert roads, streets, highways, railways, tramways, rivers, canals, navigations, streams, sewers, pipes and other works and conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same and the subsoil thereof for the purposes of the intended works.
  - (c) To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans and vertically from the levels of any of the works shown on the sections, hereinafter mentioned to such an extent as may be authorised by the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.
  - (d) To construct and maintain the proposed railways, or either of them, or any part or parts thereof respectively, on a gauge of three feet, or on such other gauge or gauges as may be prescribed by the Bill in addition to or in substitution for the gauge of 4 feet 8½ inches, and so far as may be necessary to exempt the Company and their undertaking from the provisions of the Act 9 and 10 Vic., cap. 57, intituled "An Act for Regulating the Gauge of Railways," and to amend or repeal the provisions of that Act.
  - (e) To construct and work the whole or any part of the proposed railways either as light railways or on the system known as the Lartigue Elevated Single Line Railway.
  - (f) To enclose, reclaim, and convert to the purposes of the Company the whole or any part of the bed and foreshore of Combemartin Bay, and all lands and foreshore that will be enclosed by the proposed quay wall or embankment.
  - (g) To authorise the Company from time to time to dredge, scour, and deepen so much and such parts of the bed and shore of Combemartin Bay as may be necessary for the intended works or the approach thereto, and for the improvement of such Bay.
3. To make provision for the management, use regulation, and protection of the intended quay wall or embankment, and the works and conveniences connected therewith, the regulation and control of shipping, persons, animals, and goods frequenting or using, or approaching to, or departing therefrom, the pilotage of shipping, the appointment, regulation, and dismissal of Quay Master or other officers, the passage and navigation, anchoring and lying of vessels, ships and crafts along, at, or near to the intended quay wall or embankment, the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in Combemartin Bay for the purpose of affording access to the intended works, and the levying and demanding of tolls, rates, and charges in respect thereof, and the making of bye-laws and regulations, and the imposition of penalties and restrictions for the purpose of, or with reference to any of the matters aforesaid.
4. To prescribe, regulate, and define the limits

within which the Quay Master and other officers to be appointed under the Bill may exercise jurisdiction, and make, enforce, and give regulations and directions.

5. To authorise the Company to sell and convey, demise and lease, let or grant the use or occupation of, or otherwise dispose of any lands, warehouses, buildings, quays, wharves, yards, cranes, machines, and other works, appliances and conveniences purchased, acquired, or constructed under the powers of the Bill, for such consideration, at such rents, and upon such terms and conditions as the Company think fit, and to exempt such lands, buildings, works, conveniences, and property, and the Company from the operation of the provisions of the "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

6. To extend the period limited by "The Lynton Railway Act, 1885," for the compulsory purchase of lands and houses for the purposes thereof.

7. To authorise the Company for all or any of the purposes of the Bill, or other the purposes of the Company, to increase their capital and to raise further sums of money by the creation 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, and also to apply to all or any of the purposes of the Bill any capital or funds now belonging to the Company, or which they have power to raise.

8. To enable the Company, out of the moneys to be raised by them under the powers of the Bill, or any other funds of the Company, to pay interest to the shareholders of the Company on the sums which may be from time to time paid up on the shares held by them, anything in "The Companies Clauses Consolidation Act, 1845," or any other Act to the contrary notwithstanding.

9. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Regulation of Railways Act, 1868, and "The Harbours, Docks, and Piers Clauses Act, 1847," with such variations, modifications and exceptions as may be contained in the Bill.

10. To alter, amend, extend, and enlarge, or to repeal so far as may be necessary for the purposes of the Bill, the provisions of "The Lynton Railway Act, 1885," "The Lynton Railway Act, 1886," and all other Acts relating to or affected by the objects of the Bill.

11. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects; will alter rates, tolls, and duties; will vary and extinguish exemptions from rates, tolls, and duties, and will confer other rights, privileges, and exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

And Notice is hereby further given that—

On or before the 30th day of November instant, plans and sections of the intended railways and works, together with books of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, 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; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and

books of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways and works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish, at his residence, and as to any extra-parochial place, with the Clerk of some parish immediately adjoining thereto, at his residence; and

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

Dated this 13th day of November, 1886.

*William Toogood*, 16, Parliament-street,  
Westminster;

*James Turner*, 7, Golden-square, London,  
Solicitors;

*John Charles Ball*, 16, Parliament-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Hull and North Western Junction Railway.

(Extension of time for purchase of lands for and completion of Railways Nos. 1A and 1c, and portion of Railway No. 1 authorised by Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882; Incorporation of Company and transfer to them of powers of Hull, Barnsley, and West Riding Junction Railway and Dock Company in connection with such Railways, Tolls, &c.; working and other agreements with and running and other powers over Railways of other Railway Companies; Provisions as to deposit fund in respect of such Railways; Power to London and North Western Railway Company to subscribe, guarantee dividends, &c., and raise capital, &c.; Payment of interest out of capital; Amendment and repeal 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 extend the period limited by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (hereinafter called "the Act of 1882") as amended by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1885, for the purchase of lands for, and for the completion of—(1) so much of the Railway No. 1, authorised by the Act of 1882, as will lie to the eastward of the point of junction therewith, at or near Fenay Bridge of the Railway No 1c authorised by the Act of 1882; (2) the whole of Railway No. 1A, and Railway No. 1c, authorised by the Act of 1882.

2. To incorporate a Company (in this notice called "the Company"), and to transfer to and vest in, or provide for the transfer to and vesting in the Company, upon such terms and conditions as may be agreed upon between the Company and the Hull, Barnsley, and West Riding Junction Railway and Dock Company (hereinafter called "the Hull Company"), or as may be specified in or prescribed by or under the Bill, of all the property, works, rights, powers, interests, agreements, and benefit of agreements of the Hull Company in connection with the aforesaid portion of Railway No. 1, and the Railways Nos. 1A and 1c, authorised by the Act of 1882 (which portion of railway and railways are hereinafter referred to as "the transferred railways") and to enable the Com-

pany to exercise all or some of the powers, rights, and privileges, as proposed to be extended by the Bill, of the Hull Company in connection with the transferred railways, including the power of taking lands, easements, and other property, and all other rights and powers, of the Hull Company in connection with the transferred railways, and to sanction, confirm, and give effect to any agreement which may be entered into between the Company and the Hull Company touching any such matters.

3. To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the transferred railways, or any part or parts thereof, and works connected therewith, and upon the railways, and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to confer upon the London and North Western Railway Company (hereinafter called "The North Western Company") and the Hull Company similar powers with respect to the railways which it is proposed to authorise them respectively to run over as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon or in respect thereof, and to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, and duties.

4. To empower the Company and any other Company or persons for the time being working, or using, or running over the transferred Railways, 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, the railways and portions of railways following (that is to say) :—

(a.) The whole of the railways which the Hull Company have constructed or are or may during the ensuing session of Parliament be authorised to construct.

(b.) So much of the Kirkburton Branch Railway of the North Western Company as lies between the junction therewith at or near Fenay Bridge of the Railway No. 1c authorised by the Act of 1882, and the junction of the said Kirkburton Branch Railway with the railway next hereinafter mentioned, including such junction.

(c.) The railway of the North Western Company between the joint station of that Company and the Lancashire and Yorkshire Railway Company at Huddersfield and the railway of the Lancashire and Yorkshire Railway Company at Bradley Wood Junction, including the junction with such last-mentioned railway and the said joint station at Huddersfield.

Together with all stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking offices, and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, portions of railways, and stations ;

And to confer upon the North Western Company similar powers over and with respect to the transferred railways and the railways (a) above described, and to confer upon the Hull Company similar powers over and with respect to the transferred railways and the railways

and works (b) and (c) respectively above described.

5. To confer upon the Company and the Hull Company, or any Company for the time being working or running over or using the transferred railways, or any part thereof, and enable them, or any of them, to exercise all or any of the powers, rights, and privileges which the North Western Company now have or may exercise and are empowered to grant over the railways of the Lancashire and Yorkshire Railway Company between the aforesaid junction at Bradley Wood and Halifax, and to empower the North Western Company to grant or transfer to the Company or the Hull Company, or any other Company as aforesaid, all or any of such powers, rights, and privileges.

6. To empower the Company on the one hand, and the Hull Company, the North Western Company, the Midland Railway Company, the Great Northern Railway Company, the North Eastern Railway Company, the Lancashire and Yorkshire Railway Company, and the Manchester, Sheffield and Lincolnshire Railway Company, or any or either of those Companies, 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 or either of them, of their respective 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 Companies or any or either of them; the supply and maintenance of engines, stock, plant and machinery, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income and profits arising from the respective railways and works of the contracting Companies, 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 of such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

7. To empower the Company on the one hand, and the Hull Company and the North Western Company, or either of those Companies, 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 following matters, or any of them (that is to say) :—

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the transferred railways, or any of them, with the railways, or any of the railways of the Hull Company or of the North Western Company, shall be made.

The alteration, reconstruction, working, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the Hull Company, or of the North Western Company.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways, or any of the railways of the Hull Company, or of the North Western Company.

And the Bill will or may provide for the settlement by arbitration or otherwise of any differ-

ence which may from time to time arise between the Company and the aforesaid two Companies or either of them.

8. To provide, if thought fit, that the money deposited with the Chancery Division of the High Court of Justice in England as security for the completion of the transferred railways being part of the railway deposit fund referred to in Sections 48 and 49 of the Act of 1882, or some portion of that money, shall remain as security for the completion by the Company of the transferred railways, or shall be repaid, with or without interest thereon, to the depositors thereof, or to such other body or persons as the Bill may nominate in that behalf.

9. To authorise and empower the North Western Company to subscribe for, and to take and hold shares, stock, mortgages, or debentures in, and to contribute funds towards, the undertaking of the Company, and to guarantee such interest or dividend, annual or other payments, upon or in respect of moneys expended in the construction, or for the purposes of the railways of the Company as may be agreed upon between the Company and the North Western Company, and to appoint a director or directors of the Company, and for those purposes, or for any of the purposes of the Bill, to apply their funds and revenues, and to raise further money by the creation of new shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of such means, and to sanction, confirm, and give effect to any agreements or arrangements which have been, or may be, entered into or made with reference thereto.

10. To enable the Company to pay interest or dividends on any of their shares or stock out of capital, and to alter with regard to the Company the provisions of the Companies Clauses Consolidation Act, 1845, in this respect, and with respect to the paying up of capital of the Company and the exercise of borrowing powers.

11. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreement, or arrangements aforesaid, and to confer other rights and 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): "the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880;" "the Act of 1882;" "the Hull, Barnsley, and West Riding Junction Railway and Dock (Various Powers) Act, 1883;" "the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1884;" "the Hull, Barnsley, and West Riding Junction Railway and Dock (Money) Act, 1884;" "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1885;" "the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1886," and any other Act or Acts relating to the Hull Company or their undertaking; 3 and 4 William IV, cap. 36; 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the North Western Company or their undertaking; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; 9 and 10 Vict., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking; 17 and 18 Vict., caps. 164 and 211, and any other Act or Acts relating to the North Eastern Railway Company or their undertaking;

1 and 2 William IV, cap. 60; and 10 and 11 Vict., cap. 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; 9 and 10 Vict., cap. 268, and 13 Vict., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company or their undertaking.

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, 1886.

Cope and Co., 3, Great George-street,  
Westminster, Solicitors for the Bill.

Rees and Frere, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Uckfield Water.

(Incorporation of Company; Powers to supply Water in the parish of Uckfield, in the county of Sussex; Construction of Works; Powers to manufacture and provide meters, pipes, fittings, and appliances; Agreements with, and Powers to Sanitary Authorities, Companies, bodies, and persons; Other Powers; Amendment or repeal 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 all or some of the following, among other purposes, that is to say:—

1. To incorporate a Company (hereinafter called "The Company"), and to confer upon the Company all necessary powers to enable them to execute the works and carry into effect the objects following, or some of them, that is to say:—

2. To supply with water for public and private purposes the whole or any part of the parish of Uckfield in the county of Sussex.

3. To make and maintain the waterworks and other works and conveniences following, or some of them, that is to say:—

(a) A well and pumping station to be situate in the said parish of Uckfield in the north-western portion of a field lying and being on the eastern side of King's Head-lane and the southern side of Brown's-lane and adjoining those lanes at or near the junction thereof, and numbered 251 on the  $\frac{1}{2500}$  Ordnance map of the said parish of Uckfield.

(b) A service reservoir to be situate in the said parish in the north-eastern portion of a field lying and being on the south side of and adjoining Brown's-lane, and to the north-east of the house and premises called the Cedars, and which field is numbered 67 on the said Ordnance map.

(c) An aqueduct, conduit, or line of pipes commencing at the intended well and pumping station and terminating in the intended reservoir and to be wholly situate in the said parish of Uckfield and the parish of Buxted in the said county or in one of those parishes.

(d) All necessary and proper embankments, walls, filtering beds, softening tanks, dams, drains, sluices, catchpits, conduits, culverts, channels, bye-washes, weirs, wells, stand-pipes, tanks, engines, buildings, pipes, machinery, appliances, roads, approaches, and other works and conveniences.

4. To take, collect, divert, impound, appropriate, and use all underground springs, streams, and waters, which can, or may be taken or abstracted by means of the said intended works,

or any of them, or which may be found in or under any of the lands to be acquired under the powers of the Bill.

5. To purchase by compulsion or agreement, and acquire, and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments within the parishes mentioned in this notice, or either of them, which may be required for the purposes of the intended waterworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

6. To deviate laterally from the lines of the intended waterworks within the limits shown upon the plans hereinafter mentioned or as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by "The Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of those works as shown upon the sections hereinafter mentioned.

7. To lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, in the parishes before mentioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

8. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water, to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

9. To supply water by measure and to manufacture, purchase, sell, let, or provide on hire, lay down and fix meters, fittings, pipes, cisterns, apparatus, appliances, articles and things, and to levy and recover rates, rents, charges, and payments for the same.

10. To make effectual provision for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, and misuse of water, and for defining and regulating the supply of water by them, whether by meter or otherwise, and the terms and conditions of such supply.

11. To enable the Company, on the one hand, and any sanitary authority, company, corporation, public body, officers or persons, 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 sanitary authority, company, corporation, or public body, officers, or persons, of water in bulk or otherwise for any public, sanitary, trading, or other purposes, and to authorize any such sanitary authority, corporation, company, public body, officers, or persons respectively to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid.

12. To confer upon the Company all powers, rights, and authorities which are or may become necessary for carrying the objects of the Bill into complete and full effect, to vary or extin-

guish 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.

13. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869"; "The Waterworks Clauses Acts, 1847 and 1863"; and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

14. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

And notice is hereby further given that—

On or before the 30th day of November instant plans and sections of the works proposed to be authorized by the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of the lands to be taken compulsorily under the powers of the Bill, 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 Sussex, at his office at Lewes, and with the respective parish clerks of the said parishes of Uckfield and Buxted, at their respective residences; and

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

Dated this 17th day of November, 1886.

*Langham and Son*, Uckfield and Eastbourne, Solicitors.

*John Charles Ball*, 16, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Brighton, Rottingdean, and Newhaven Direct Railway.

(New Railway at Brighton; Additional Rails on portions of Existing and Authorised Railways; Compulsory Purchase of Land; Tolls, Rates, and Charges; Application of Funds and Increase of Capital; Payment of Interest out of Capital; Working and Traffic Agreements; Running Powers and Facilities; Amendment of Acts.)

NOTICE is hereby given, that the Brighton, Rottingdean, and Newhaven Direct Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill to authorise the Company to exercise the powers and effect the objects following, or some of them, viz. :—

To make and maintain the railway next hereinafter described, with all proper stations, sidings, approaches, works and conveniences connected therewith, that is to say :—

A railway to be wholly situate in the parish, township, and borough of Brighton, in the county of Sussex, commencing at or near the point on the centre line of Railway No. 2 authorised by The Brighton, Rottingdean, and Newhaven Direct Railway Act, 1886, marked 3 furlongs from the commencement of that authorised railway on the deposited plans referred to in the said Act, and terminating at a point on the Kemp Town Branch of the London, Brighton, and South Coast Railway, distant 543 yards or thereabouts, measured in a

southerly direction, along that branch railway from the north face of the Kemp Town Tunnel thereon; to lay down additional rails on the following portions of railway, viz. :—

- (1.) So much of the said authorised Railway No. 2 as extends from the commencement of the said intended railway before described to a point distant 660 yards or thereabouts, measured in an easterly direction, along the said Railway No. 2 from such commencement, and there to form a junction between such additional rails and the rails of the said Railway No. 2.
- (2.) So much of the said Kemp Town Branch Railway as extends from the termination of the intended railway before described to a point distant 10 yards or thereabouts, measured along the said branch railway in a northerly direction, from the north face of the Kemp Town Tunnel thereon, and there to form a junction between such additional rails and the rails of the said Kemp Town Branch Railway.

To deviate from the line and levels of the intended railway shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be authorised by the Bill.

To cross, stop up, alter, or divert temporarily or permanently any roads, streets, highways, paths, passages, bridges, railways, tramways, aqueducts, streams, sewers, drains, pipes, tubes, and telegraph and telephone apparatus with which it may be necessary to interfere for the purposes of the intended railway and works connected therewith.

To purchase and take by compulsion or agreement lands, houses, and other property, and to acquire easements in or over lands for the purposes of the intended railway and works, and to authorise the purchase of any vaults, cellars, arches, or offices, or parts thereof, attached or belonging to any house, building, manufactory, or premises, or any subsoil or property under the same, or such part only of any house, building, manufactory, or premises as may be required for the purposes of the Bill without being compelled to purchase the whole thereof, notwithstanding the provisions of the 92nd section of The Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and property so purchased or taken.

To underpin or otherwise secure any houses or buildings which may be rendered insecure or be likely to become insecure by reason of the construction or working of the intended railway, and which houses or buildings the Company do not require for the purposes of their undertaking.

To levy tolls, fares, rates, and charges in respect of the intended railway and works, and also in respect of the portions of railway to be run over and used as hereinafter mentioned, to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To apply to the purposes of the Bill any money the Company have raised or have power to raise, and for those purposes, and the general purposes of their undertaking, to raise additional share and loan capital, and to divide the new shares into preferred and deferred shares, and to pay interest or dividends out of capital during such period as the Bill may prescribe.

To empower the Company, and any Company or persons lawfully working or using the authorised and intended railways of the Com-

pany, or any part thereof, by agreement or otherwise, from time to time to run over, work, and use with their engines and carriages, and officers and servants, for the purposes of traffic of every description, upon such terms and conditions, pecuniary and otherwise, and upon payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or defined by the Bill, the portions of railway next hereinafter mentioned belonging to the London, Brighton, and South Coast Railway Company, and the Newhaven Harbour Company (that is to say):—

- (a.) The Kemp Town Branch Railway.
- (b.) So much of the Brighton and Lewes Branch Railway, and so much of the main line from London to Brighton as are situated between the Kemp Town Branch and the main Brighton station, including that station.
- (c.) So much of the Lewes and Newhaven Branch Railway as is situated between the junction therewith in the parish of Denton, of Railway No. 3, authorised by the Company's Act of 1886, and the Newhaven Town and Harbour Stations respectively, including those stations.
- (d.) The Seaford Branch Railway.
- (e.) The railways, tramways, sidings, and landing and shipping places of the Newhaven Harbour Company;

together with all terminal and other stations, platforms, sidings, tramways, roads, watering places, water supply, booking and other offices, warehouses, buildings, engine sheds, standing room for engines and carriages, wharves, landing and shipping places, signals, points, junctions, machinery, works, and conveniences on, or belonging to, or connected with, the aforesaid portions of railway and stations respectively.

The Bill will or may require the London Brighton and South Coast Railway Company, and the Eastbourne, Seaford, and Newhaven Railway Company, and each of those Companies, upon payment of a mileage proportion of the through and other rates and fares, or on such other terms and conditions as may be agreed upon, or as may be provided by the Bill, to book through, invoice and forward all passengers, goods, animals, minerals, carriages, and traffic to, from, or over the whole or any part of the railways belonging to them respectively, or under their respective management and control, from and to the railway of the Company, wherever that railway forms the shortest or part of the shortest route, and to forward all such traffic not otherwise specially consigned over the railway of the Company so as to prevent any undue interruption, diversion, or delay, in the passage of the said traffic, and to afford all such other facilities for the traffic of the Company as may be agreed upon or defined by the Bill, or settled by arbitration in manner provided by the Regulation of Railways Act, 1873; and if need be the Bill will alter and vary the tolls, rates, and fares which the aforesaid Companies are now authorised to receive, and take upon their respective railways or the railways under their management or control, and confer, vary, or extinguish exemptions therefrom.

The Bill will empower the Company on the one hand, and the London Brighton and South Coast Railway Company, and the Eastbourne, Seaford, and Newhaven Railway Company, or either of those Companies, on the other hand, to enter into and carry into effect agreements with respect to the working, use, management, and maintenance of all or some part or parts of the



railways of the contracting Companies, the supply and maintenance of rolling stock and plant, and the employment of officers and servants for the purposes of any such agreement, the management, regulation, interchange, transmission, and delivery of traffic from, to, and over the railways of the contracting Companies, the fixing, collection, apportionment, and distribution of the tolls, fares, rates, and other revenue arising upon or in respect of the railways or any part of the railways and stations of the contracting Companies; and the Bill will sanction or confirm any such agreement which prior to the passing of the Bill may be made between the Company and the said other Companies or either of them.

The Bill will alter, amend, and enlarge the provisions, or some of the provisions, of the Brighton, Rottingdean, and Newhaven (Direct) Railway Act, 1886, and vary or extinguish all rights, powers, and privileges which may interfere with its objects, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railway Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and amend, enlarge, or repeal some of the provisions of the Act 9 and 10 Vict., cap. 283, and of any other Acts relating to or affecting the London, Brighton and South Coast Railway, 39 and 40 Vict., cap. 144, and any other Acts relating to or affecting Newhaven Harbour and the Eastbourne, Seaford, and Newhaven Railway Act, 1886.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections showing the situation, line, and levels of the intended railway and works, with a book of reference to the plans, an ordnance map with the line of railway delineated thereon, 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 Sussex, at his office at Lewes, 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, published as aforesaid, will be deposited with the parish clerk of the parish of Brighton, at his residence, and with the town clerk of Brighton, 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 17th day of November, 1886.

*Wood, Bird, and Wood*, 23, Rood-lane,  
London, Solicitors.

*William Bell*, 27, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session, 1887.

Liverpool, Southport, and Preston Junction  
Railway.

(New Railway and Bridge; Compulsory Purchase of Land; Tolls and Charges; Additional Capital; Power to attach Preferential Dividend to portion of Unissued Ordinary Share Capital; Working and other Agreements; Repeal of Running Powers; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Liverpool, Southport, and Preston Junction Railway Company (hereinafter called "the Company"), for leave to introduce a Bill to authorize the Company to

construct the works and exercise the powers following or some of them, that is to say:—

To make and maintain the railway and bridge next hereinafter described, or some part or parts thereof, with all proper stations, approaches, sidings, junctions, works, and conveniences connected therewith, viz.:—

1. A railway wholly in the county Palatine of Lancaster, commencing in the township and parish of Altcar, at or near the south-westerly corner of the field adjoining the southerly side of the public highway leading from Hill House to Maghull, known as Wood-lane, which field is numbered 52, in the said parish of Altcar, on the deposited plans referred to in the Southport and Cheshire Lines Extension Railway Act, 1881, thence passing from, in, through, or into the parishes, townships, and places of Altcar, Halsall, and Downholland, and terminating in the township of Downholland in the parish of Halsall, by a junction with the Company's Railway now in course of construction at a point 660 yards or thereabouts measured in a northerly direction along the railway from the existing junction thereof with the Southport and Cheshire Lines Extension Railway.

2. A bridge in the township and parish of Altcar, commencing at or near the centre of the platform on the eastern side of the Altcar and Hill House Station, on the Southport and Cheshire Lines Extension Railway, thence passing in an easterly direction over the drainage cut adjoining that railway, and terminating on the eastern bank of the said drainage cut, immediately opposite the centre of the said platform.

To deviate from the line and levels of the intended railway and bridge, shown on the plans and sections, to be deposited as hereinafter mentioned to such extent as may be authorized by the Bill. To cross, stop up, alter or divert, temporarily or permanently, any roads, paths, passages, bridges, railways, sidings, aqueducts, streams, sewers, drains and pipes with which it may be necessary to interfere for the purposes of the intended railway and bridge and works connected therewith.

To purchase and take by compulsion, and also by agreement, lands and hereditaments, and to acquire easements in or over lands for the purpose of the intended railway and bridge and works, and to vary or extinguish all rights and privileges connected with the lands and hereditaments so purchased or taken.

To demand, take, and recover tolls, rates, and charges in respect of the intended railway and bridge and works, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges.

To apply their existing funds and any moneys they have raised, or have power to raise, to the purposes of the Bill, and to raise additional capital by ordinary or preference shares, and by borrowing on mortgage, or by the creation and issue of debenture stock, and to attach a preferential dividend not exceeding 5 per cent. per annum, with rights of voting and other privileges to all or such portion of their unissued share capital as may be prescribed by the Bill.

The Bill will authorize the Company on the one hand, and the Southport and Cheshire Lines Extension Railway Company, the Cheshire Lines Committee, and the West Lancashire Railway Company, or either of those Companies or the said committee on the other

hand from time to time to enter into and carry into effect contracts or agreements for or with respect to an Exchange Station at Hill House, and the land required for that purpose and other purposes of the Bill; and also for or with respect to the use, working, management, and maintenance of the railways and works of the contracting Companies and parties, or some part or parts thereof, the supply of engines, carriages, and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways forming the subject of any such contract or agreement, the management and regulation of such traffic, the payments to be made, and the conditions to be performed with respect to such use, working, management, and maintenance, the interchange accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the railways of the contracting Companies and parties, the fixing, collection, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and the rents, payments, and allowances to be paid or allowed by either of the contracting Companies and parties to the other or others for or on account of any of the matters to which the contract or agreement relates.

The Bill will or may repeal so much of section 63 of the Liverpool, Southport, and Preston Junction Railway Act, 1884, as relates to running powers over a portion of the Southport and Cheshire Lines Extension Railway, and section 64 of the same Act, prescribing the terms on which such powers are to be exercised.

The Bill will vary or extinguish all rights, powers, and privileges which may interfere with its objects, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860; and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; and amend, enlarge, or repeal some of the provisions of the Southport and Cheshire Lines Extension Railway Act, 1881, and of any other Acts relating to or affecting the Southport and Cheshire Lines Extension Railway Company; the Acts 28 and 29 Vic., cap. 327, and 31 and 32 Vic., cap. 26, and of any other Acts relating to or affecting the Cheshire Lines Committee; the West Lancashire Railway Act, 1871, and any other Acts relating to or affecting the West Lancashire Railway Company and the Liverpool, Southport, and Preston Junction Railway Act, 1884.

And notice is hereby given that on or before the 30th day of the present month of November plans and sections showing the situation, line and levels of the intended railway and bridge, and works, with a book of reference to such an ordnance map, with the line of railway delineated thereon, 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 at Preston; and 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 parish in, or through which the intended railway and bridge and works will be made or pass, together with a copy of this notice published, as aforesaid, will be deposited for public inspection with the parish clerk of each such parish; at his residence; and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

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, 1886.

*Robt. Wm. Perks*, 147, Leadenhall-street,  
London, Solicitor.

*William Bell*, 27, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Mersey Docks and Harbour Board.

(Overhead Railways.)

(Extension of time for Completion of Overhead Railways; Revival and Extension of Powers for Compulsory Purchase of Lands; Construction of new Overhead or High Level Railways; Purchase of Lands; Tolls; Extending Powers as to Leasing, &c., of Overhead Railways; Application of Funds and further borrowing Powers; 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 Mersey Docks and Harbour Board (in this notice 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 extend the period limited by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1882 (hereinafter called "the Act of 1882"); for the completion of the railways authorised by that Act, and to revive and extend the period for the exercise of the powers for the compulsory purchase of lands for such railways.

2. To authorise the Board to make and maintain the overhead or high level railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, together with all proper and sufficient viaducts, columns, bridges, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

(1A) A railway (No. 1A) wholly in the parish of Liverpool, in the County Palatine of Lancaster, commencing by a junction with the Railway No. 1, authorised by the Act of 1882, at a point about  $2\frac{1}{2}$  chains northward from the south-eastern corner of the Princes Dock, and terminating by a junction with the said authorised Railway No. 1, at a point about  $1\frac{1}{2}$  chains south-eastward from the north-eastern corner of the Salthouse Dock.

(2A) A railway (No. 2A) commencing in the parish of Liverpool aforesaid, by a junction with the said authorised Railway No. 1, opposite or nearly opposite the western end of Sparling-street, and terminating in the extra-parochial place of Toxteth Park, in the said County Palatine, by a junction with the said authorised Railway No. 1, opposite or nearly opposite the western end of Warwick-street.

3. To authorise lateral deviations 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 vertical deviations from the levels shown on the sections hereinafter mentioned, and in either case whether beyond the limits of lateral and vertical deviation prescribed by the Railways Clauses Consolidation Act 1845, or otherwise.

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 railways and 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 parishes and townships, and the extra-parochial place aforesaid.

5. To authorise the Board to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works, and of the Bill, 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 empower the Board to take, demand, and recover tolls, rates, rents, and charges, for or in respect of traffic of every description, using or passing, or conveyed over the intended railways, or either of them, or any part or parts thereof respectively, or any works or conveniences, connected therewith respectively, or any lands, buildings, or property of the Board, and for and in respect of any services rendered by the Board, their officers, and servants, in connection with any such traffic, and to confer exemptions from such tolls, rates, rents, and charges.

7. To vary and extend the provisions of section 30 of the Act of 1882, so as to include the railways proposed to be authorised by the Bill, and the lands, buildings, and property connected therewith, and to empower the Board to demise or lease, and to enter into, carry into effect, vary and rescind, contracts, agreements, or arrangements, as in that section mentioned to or with any Company, although such Company be not incorporated by Act of Parliament, or to or with any other body, or any person or persons.

8. To authorise the Board for the purposes of the intended railways and works and of the Bill, to apply the income and any other moneys of the Board, and to borrow, and from time to time to re-borrow, further money by bonds or otherwise.

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. 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:—20 and 21 Vic., cap. 162; 21 and 22 Vic., caps. 90 and 92; 22 Vic., cap. 20; 23 and 24 Vic., cap. 150; 24 and 25 Vic., cap. 188; 26 Vic., cap. 54; 27 and 23 Vic., cap. 213; 29 Vic., cap. 84; 29 and 30 Vic., cap. 103; 30 and 31 Vic., cap. 206; 34 and 35 Vic., cap. 197; 36 and 37 Vic., caps. 143 and 144; 37 and 38 Vic., cap. 30; 38 Vic., cap. 19; 39 and 40 Vic., cap. 69; 40 Vic., cap. 2; 41 and 42 Vic., cap. 198; 43 and 44 Vic., cap. 14; "the Mersey Docks Act, 1831," the Act of 1882, and the Mersey Docks Act, 1884, and all or any other Acts relating to the Board.

11. 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 Bill, showing the situation and levels thereof, 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 Palatine of Lancaster, at his office at Preston, in that county; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of Liverpool 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 19th day of November, 1886.

*A. T. Squarey*, Dock Solicitor, Liverpool.  
*Rees and Frere*, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Liverpool Hydraulic Power Company.  
(Extension of Powers: Enlargement of District and Areas: Additional Capital: Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Liverpool Hydraulic Power Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To extend and enlarge for the purposes of the Liverpool Hydraulic Power Act, 1884 (hereinafter called "the Act of 1884") and of the intended Act, the district of the Company as defined by the Act of 1884, and the areas described in the schedule to that Act, which extension will comprise and include the area within imaginary lines drawn parallel to the centre line of Athol-street, and distant therefrom two hundred yards on each side, and extending eastwards to the Leeds and Liverpool Canal and westwards to the northern boundary of the Company's district as defined by the Act of 1884.

To extend and apply to the said district and areas so extended and enlarged all or some of the provisions of the Act of 1884 (including the demanding and recovering of rents, rates, and charges) as well as the provisions of the intended Act.

To empower the Company, with the consent of the road authorities, and subject to their approval, to extend their pipes and works beyond the limits of their district for the time being, and to confer upon the road authorities all necessary powers, rights, and privileges within reference thereto.

To empower the Company to raise additional capital by the creation and issue of ordinary and preferential shares or stock and debenture stock, and by borrowing, or by all or any of those means, and to apply to or for the purposes of the intended Act any of the funds of the Company.

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

To alter, vary, repeal, extend, or enlarge all or some of the provisions of the Act of 1884, or of the Acts or parts of Acts incorporated therewith, or of any other Act relating to the Company.

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 15th day of November, 1886.

*Beale and Co.*, 28, Great George-street,  
Westminster, Solicitors.

In Parliament.—Session 1887.

Liskeard and Caradon Railway.  
(Revival of Powers and Extension of Time, for Compulsory Purchase of Lands and Completion of Works; Agreements with other Companies; Varying or Annulling Agreement between the Company and the Liskeard and Looe Union Canal Company; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Liskeard and Caradon

Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

1. To revive the powers conferred and to extend the period limited by the Liskeard and Caradon Railway Act, 1882, for the compulsory purchase of lands and houses for the purposes thereof, and to extend the period by that Act limited for the completion of the railways and works thereby authorised.

2. To extend the respective periods limited by the Liskeard and Caradon Railway Act, 1884, for the compulsory purchase of lands and houses for the purposes thereof, and for the completion of the railway, aqueduct, and works thereby authorised.

3. To authorise the Company and the Liskeard and Looe Union Canal Company, or either of them, on the one hand, and the Great Western Railway Company, and the London and South Western Railway Company, and the North Cornwall Railway Company, and the Plymouth, Devonport and South Western Junction Railway Company, or any or either of those Companies on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the working, use, management, and maintenance by any or either of the contracting Companies of the railways and works of the Company, and the Liskeard and Looe Union Canal Company, or either of them, or any or either of such railways and works, or any part or parts thereof respectively, the supply of rolling and 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 working, use, management, maintenance, and supply, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collecting, division, 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 or either of the contracting Companies 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 Bill, may be made, and so far as may be necessary for the purposes aforesaid, or any of them, to rescind, vary, and to declare null and void, either wholly or in part, the heads of agreement between the Liskeard and Looe Union Canal Company and the Company set forth in the Schedule to and confirmed by the Liskeard and Caradon Railway Act, 1884, and to alter, amend, or repeal the provisions of that Act.

4. To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects or purposes of the Bill, and to confer other rights and privileges.

5. To alter, amend, extend, enlarge, or to repeal so far as may be necessary for the purposes of the Bill, the provisions of the several local and personal Acts relating to or affecting the Company, the Great Western Railway Company, the London and South Western Railway

Company, the North Cornwall Railway Company, and the Plymouth, Devonport and South Western Junction Railway Company, respectively, and all other Acts relating to or which may be affected by the Bill.

And notice is hereby further 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 9th day of November, 1886.

*Childs and Son, Liskeard, Solicitors.*

*John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.*

In Parliament.—Session 1887.

Plymouth, Devonport, and South-Western Junction Railway Company.

(Power to Attach Preference to Part of Authorized Share Capital; Alteration of Borrowing Powers; 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 Plymouth, Devonport, and South-Western Junction Railway Company (in this notice called "the Company") for leave to introduce a Bill for the following, or some of the following purposes, that is to say:—

1. To enable the Company to attach a preference or priority of dividend or interest, or other special rights or privileges, to certain of the shares which, by the Plymouth, Devonport, and South-Western Junction Railway Act, 1883 (in this notice called "the Act of 1883") the Company are authorized to create and issue.

2. To vary the provisions of section 18 (power to borrow) of the Act of 1883, and to empower the Company to borrow the money by that section authorized to be borrowed by such instalments, and in such manner, and upon such conditions as the Bill may prescribe.

3. To define, classify, and regulate the capital and borrowing powers of the Company, and the rights inter se of holders of shares, stock, debentures, and mortgages, and of creditors of the Company.

4. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights or privileges.

5. To amend, as far as may be necessary, the Act of 1883; the Plymouth, Devonport, and South-Western Junction Railway Act, 1884; the Plymouth, Devonport, and South-Western Junction Railway Act, 1885; and any other Act or Acts relating to the Company.

Printed copies of the Bill will be deposited, on or before the 21st day of December next, at the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1886.

*Burchell and Co., 5, the Sanctuary, Westminster, Solicitors for the Bill.*

*Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1887.

Sheffield Corporation Water.

Transfer of Sheffield Waterworks Company's Undertaking to Corporation; Winding up and Dissolution of Company; Powers to Corporation with respect to Purchase of Undertaking; Extension of Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to transfer and vest, or to authorise and provide for the transfer and vesting of the undertaking, works, lands, streams, property (real and personal), powers, rights, privileges, and authorities of the Company of

Proprietors of the Sheffield Waterworks (hereinafter called "the Company") to and in the Mayor, Aldermen, and Burgesses of the borough of Sheffield (hereinafter called "the Corporation") acting by the Council of the said borough, under the Municipal Corporations Acts, the Public Health Act, 1875, and the several public, local, and personal Acts relating to the said borough, for such price or consideration, and upon such terms and conditions, as may be expressed and contained in or provided for by the intended Act, or as may be agreed upon between the Corporation and the Company.

And it is proposed by the intended Act to authorise the Corporation to carry on the undertaking of the Company, and to have all usual and necessary powers for breaking up streets, roads, highways, and places for laying, maintaining, repairing, and renewing mains, pipes, and other works, and for the purchase, sale, letting, hiring, or otherwise dealing in meters, fittings, and other apparatus, articles, and things used in the sale, supply, and consumption of water, and to have and exercise all or any of the powers, rights, authorities, and privileges of the Company, 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, or convenient.

And it is proposed to authorise the Corporation and the Company to enter into agreements with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to provide for the winding up of the affairs of the Company and the distribution of their assets, and to dissolve the Company.

And it is proposed to authorise the Corporation to levy rates, rents, duties, and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges, also to authorise the Corporation to grant rent-charges or annuities, or other annual sums, and to borrow money on mortgage or debenture, and to charge as well the undertaking, rates, revenues, and property which they may acquire under the intended Act, as all other the estate, rates, revenues, and property of the Corporation, and the borough fund of the borough of Sheffield, or any of them, or any part or parts thereof respectively, with and as security for all or any part of such rent-charges, annuities, or annual sums of money to be borrowed as aforesaid.

And it is proposed to take powers to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the purposes of the intended Act, all or any turnpike or other roads, highways, footpaths, passages, and places, sewers, drains, mains, and works of every description, and to 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, and to repeal, alter, or amend, and enlarge all or some of the provisions of the several local Acts following, or some of them, that is to say:—8 and 9 Vic., cap. 175; 16 and 17 Vic., cap. 22; 23 and 24 Vic., cap. 70; 27 and 28 Vic., cap. 324; 29 and 30 Vic., cap. 286; 30 Vic., cap. 87; and 30 Vic., cap. 97, relating to the Company; 7 and 8 George IV, cap. 46; 1 and 2 Vic., cap. 34; 9 and

10 Vic., cap. 348; and 15 and 16 Vic., cap. 49, relating to the Corporation; and all other Acts, if any, relating to the Corporation and the Company, or either of them.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1886.

Dated this 19th day of November, 1886.

*John Yeomans*, Town Clerk, Sheffield.

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

Board of Trade.—Session 1887.

Hoylake and West Kirby Gas and Water.

(Application to Board of Trade under the Gas and Water Works Facilities Act, 1870, and the Amendment Act, 1873, for Provisional Order to Authorize the Raising of Additional Capital; and for other Purposes).

NOTICE is hereby given, that application will be made by the Hoylake and West Kirby Gas and Water Company Limited (hereinafter referred to as "the Company") to the Board of Trade, on or before the 23rd day of December next, pursuant to the Gas and Water Works Facilities Act, 1870, and the Amendment Act, 1873, for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following purposes, namely:—

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 bonds, and by the creation and issue of debenture stock, or by some of such means, and to attach to such new shares or stock, or some part thereof, a preference or priority in the payment of interest or dividend, or other rights or privileges.

The Order will also, for the purposes thereof, alter, amend, enlarge, or repeal the provisions of the Hoylake and West Kirby Gas and Water Order, 1873, and of any Act of Parliament or Charter which would interfere with its objects; and it will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 to 1885."

The Order will vary or extinguish all rights and privileges which will or may interfere with any of its objects, and confer other rights and privileges.

Notice is hereby given, that on or before the 30th day of November instant, a copy of this notice or advertizement will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county, and also at the office of the Board of Trade, Whitehall, London, and that on or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and on and after that date copies will be furnished to persons applying for the same, at the registered office of the Company, at No. 13, Harrington-street, Liverpool, or at the office of the undersigned Solicitors or Agents, on payment of one shilling for each copy.

The Provisional Order, when settled and made by the Board of Trade, will be published in a newspaper in which this notice appears, and will also be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, and copies will be supplied to all persons applying for the same, at the office of the said Company or Solicitors, at the price before mentioned.

Every company, corporation, person, or persons 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, Railway Department, Board of Trade, Whitehall-gardens, London, on or before the 15th day of January, 1887, and copies of any such representations or objections must at the same time be sent to the undersigned, on behalf of the Company.

Dated this 11th day of November, 1886.

*Tyrer, Kenion, Tyrer, and Simpson, 14, North John-street, Liverpool;*  
*George Davis, Son, and Co., Palace-chambers, 9, Bridge-street, Westminster;*  
Solicitors and Agents for the said Order.

Board of Trade.—Session 1887.

Boscombe Pier.

(Application for a Provisional Order for Power to construct a Pier and other Works; to levy Tolls, Rates, and Charges; to enter into Agreements with Local Authorities and others; to borrow Money; Incorporation and Amendment of Acts; and other purposes.)

**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 next, for a Provisional Order (hereinafter referred to as "the Order") by certain persons or a Company to be hereafter named (hereinafter called "the Promoters"), pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and any other Acts enabling them in that behalf, for the following purposes, or some of them (that is to say):—

To empower the Promoters to construct, make, and maintain the works hereinafter described, namely: A pier, jetty, and landing place, situate in the parish of Christchurch, in the county of Southampton, commencing at a point at the centre of the Sea-road, Boscombe Chine, 40 yards or thereabouts north of the line of high water of ordinary spring tides, and extending from the said point in a southerly direction for a distance of 1,300 feet or thereabouts into the sea:

Together with all proper landing stages, landing places, tramways, roads, footpaths, sheds, toll-houses, toll-gates or bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works and conveniences connected therewith.

To erect and construct, upon or near to the said pier and works, pavilions or assembly rooms, concert rooms, aquaria, shops, saloons and bazaars, and reading, refreshment, and other rooms, and baths, washhouses, and other conveniences connected therewith.

To deviate in constructing the said pier and works, or any of them, laterally or vertically.

To provide, charter, or build, maintain, and use steam and other vessels and boats for passenger traffic to and from the said pier and works, and to let the same for hire, and to sell the same.

To purchase, take on lease, or otherwise acquire lands and hereditaments for the construction of the said pier and works, and approaches thereto.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation, and protection of the works and property, and the regulation and control of vessels, persons, animals, vehicles, and goods using, frequenting, or resorting to the same, and the conduct of officers and servants of the Promoters,

and other persons and companies, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier-masters, toll-takers, and other officers and servants, and to define the limits within which the powers of such pier-masters, toll-takers, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of the said pier and works from all persons, and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from and to compound and agree with any person or persons with respect to the payment of such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To demise and lease the pier and works and the said tolls, rates, and duties, or any of them, for any term or terms of years, or to sell the same.

To make and carry into effect agreements with local authorities, companies, and persons, with reference to any of the matters aforesaid.

To raise, by means of shares and by borrowing on mortgage or bond, any moneys which may be required for the purpose of the said Provisional Order.

To incorporate with the Order, with or without amendment, all or some of the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," "The General Pier and Harbour Act, 1861," "The General Pier and Harbour Act, 1861, Amendment Act," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

And notice is hereby further given, that, on or before the 29th November instant, plans and sections of the said pier and works, 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 Southampton, at his office at Winchester; at the custom-house at Weymouth, in the county of Dorset; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December next, printed copies of the draft Provisional Order will be deposited, and may be obtained at the price of one shilling each, by all persons applying for the same at the offices of Mr. H. Bazalgette, Solicitor, Bournemouth, and of Messrs. Sherwood and Company, Parliamentary Agents, 7, Great George-street, Westminster.

Dated this 19th day of November, 1886.

*H. Bazalgette, Solicitor, Bournemouth.*  
*Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1887.

Clerical, Medical, and General Life Assurance Society.

(Providing for cancelling Deed of Settlement; New By-laws and Regulations; Repeal of Parts of Clerical, Medical, and General Life Assurance Act, 1850, as to Bonuses; Explaining Section 24 of that Act; Altering Denomination of Shares; Service of Notices by and on the Society; Amendment of Act.)

**A**PPPLICATION is intended to be made to Parliament in the ensuing session thereof by the Clerical, Medical, and General Life Assurance Society (hereinafter called "the Society") 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 Society to annul the whole or

any part of their deed of settlement, dated the 14th day of February, 1827, and every other deed, instrument, by-law, regulation, and resolution, under which they now carry on or are empowered to carry on business; and to make new by-laws, rules, orders, and regulations for the carrying on of their business, the division and application of the profits of the Society, and the declaration of dividends.

2. To repeal sections 31 to 34 (both inclusive) of the Clerical, Medical, and General Life Assurance Act, 1850, relating to the declaration of bonuses.

3. To vary the denomination of the shares of the Society, and to make other provisions as to their capital, and the shares into which it is divided, and the calls thereon.

4. To provide for the service of legal process and notices on the Society, and for the service of notices on members of the Society.

5. To explain or amend section 24 of the said Act, so as to make the provisions thereof clearly applicable to personal as well as to real property.

6. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, but will preserve the rights of the holders of existing policies of the Society, and will confer other rights and privileges, and will repeal, alter, amend, annul, consolidate, or re-enact, with or without modification, such of the provisions of the Clerical, Medical, and General Life Assurance Act, 1850, and of the said deed of settlement and any other Act, deed, instrument, by-law, regulation, or resolution relating directly or indirectly to the Society as may be deemed expedient.

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, 1886.

*Montagu Turner*, 22, Sackville-street, W.,  
Solicitor for the Bill;

*Dyson and Co.*, 23 and 24, Parliament-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1887.

Bishop's Castle and Montgomery Railway.  
(Abandonment of Undertaking; Release of Deposit; Dissolution of the Company; Repeal of Act.)

NOTICE is hereby given, that the Bishop's Castle and Montgomery Railway Company (hereinafter called "The Company") intend to make application to Parliament in the ensuing Session for an Act for all or some of the following purposes, that is to say:

To repeal the Bishop's Castle and Montgomery Act, 1884, and to authorise the Company incorporated by the said Act to abandon and relinquish the construction of the railway and works authorised thereby.

To enable the Company subject to such conditions as may be prescribed by the Act to withdraw the money deposited with the Chancery Division of the High Court of Justice in England, together with any interest which may have accrued thereon, and now remaining in the name or custody of Her Majesty's Paymaster-General as security for the completion of the railway and works authorised by the said Act.

To declare null and void and to cancel and rescind all contracts, agreements and arrangements entered into by or on behalf of the Company with reference to the construction of the said railway and works, or the lands required for the purposes thereof respectively, and to

release the Company from all liabilities, penalties and obligations for the non-completion of the said railway and works.

To provide for the dissolution of the Company, the winding up of their affairs, and the distribution of the assets.

To vary and extinguish all rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the Bill for the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th December next.

Dated this 20th day of October, 1886.

*George Devereux Harrison*, Welshpool.  
*Baxters and Co.*, 5 and 6, Victoria Street,  
Westminster, S.W.

Board of Trade.—Session 1887.

West Metropolitan Tramways.

(Powers for the use of Electricity, Steam, or other than Animal Power on the said Tramways; Bye-Laws and Regulations; Capital; Repeal and Amendment of Acts and Order.)

NOTICE is hereby given, that the West Metropolitan Tramways Company (hereinafter called "the Company") intend to apply to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following or some of the following, amongst other purposes, that is to say:—

1. To empower the Company, and all persons, bodies, and companies, lawfully using the tramways of the Company authorised by "The West Metropolitan Tramways Act, 1882," and any other Acts and any Orders of the Board of Trade relating to the Company, to work and use the said tramways, or any or either of them, by means of carriages and engines propelled by electricity, steam, or any mechanical or other power, and either in addition to or in substitution for animal power, and subject to such conditions as the Board of Trade may prescribe.

2. 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 electricity, steam, mechanical, or other power, and for ensuring the protection and accommodation of passengers on the tramcars, and traffic in and along the streets in which the tramways are laid.

3. To alter and regulate the existing share capital of the Company; to alter, increase, or reduce the nominal value of all or some of the shares in the capital of the Company, and to attach to all or some of such shares a preference or priority in the payment of dividend or interest or other special rights or privileges.

4. To repeal, alter and extend, so far as may be necessary for the purposes of the intended Order, the provisions of The West Metropolitan Tramways Acts, 1882 and 1884, and any other Acts, and any Orders of the Board of Trade directly or indirectly relating to the Company or their undertaking; "The Tramways Act, 1870," "The Locomotive Act, 1861," "The Locomotive Act, 1865," "The Highways and Locomotives Amendment Act, 1878," "The Electric Lighting Act, 1882," and any other Acts which would in any way interfere with the objects of the intended Order.

5. To confer on the Company all such rights, powers and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Order, and to vary and extinguish all rights and privileges which may interfere with any such purposes.

6. And notice is hereby further given, that on or before the 30th of November instant, a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, at the office of the Metropolitan Board of Works, Spring-gardens, and with the vestry clerk of the parish of Kew, at his office at Kew-green, with the vestry clerk of the parish of Richmond, at his office at 1, Upper Hill-street, Richmond; with the vestry clerk of the parish of Acton, at Chesterfield-lodge, Horn-lane, Acton; with the vestry clerk of the parish of Chiswick, at his office, Vestry Hall Turnham-green; and with the parish clerk of each parish to which the Order will relate, at his residence; and in the case of any extra parochial place, with the parish clerk of an adjoining parish, at his residence. On or before the same date a copy of this notice will also be deposited at the Board of Trade, Whitehall.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, in Whitehall, 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, will be obtainable at the offices of Messrs. Wilkins, Blyth, and Dutton, Solicitors, 112, Gresham House, London, E.C., and at the offices of Messrs. Wyatt, Hoskins, Hooker, and Williams, 28, Parliament-street, Westminster.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this 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, 1887, and copies of such representations or objections must at the same time be sent to the Company or the undersigned; and in forwarding to the Board of Trade such representations or objections, the objectors or their agents should state that a copy has been sent to the Company, or their solicitors or agents, at their address as at foot.

Dated this 18th day of November, 1886.

*Wilkins, Blyth, and Dutton*, 112, Gresham House, E.C., Solicitors.

*Wyatt, Hoskins, Hooker, and Williams*, 28, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1887.

Long Melford Gas.

(Application to Board of Trade under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order for power to maintain and continue existing Gasworks; to manufacture, store, and supply Gas and Residual Products, Gas Meters, Fittings, &c.; Define Limits of Supply; levy Rates and Charges; open Streets and Roads and lay Pipes; Acquisition of Lands and Patents; Agreements with Local Authorities and others.)

**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 next, for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," for all or some of the following purposes (that is to say):—

To authorise and empower the person or persons to be named in that behalf in the Provisional Order (hereinafter called "the Promoters") to maintain and continue, and from time to time enlarge, alter, and repair the gasworks and

apparatus connected therewith, and to manufacture and store gas, and to convert or manufacture the products resulting from the manufacture of gas, upon the lands now occupied by the gasworks of the promoters, that is to say:—

A piece or parcel of land situate in the parish of Long Melford, in the county of Suffolk, bounded on the north-east by Cock and Bell lane, and on the north and west by a road or way unnamed, forming the eastern boundary of the timber yard and premises at Long Melford aforesaid, in the occupation of David Ward, and bounded on the south-west and south-east sides thereof by the foundry and premises, situate at Long Melford aforesaid, owned and occupied by the said David Ward.

To authorise the promoters to supply gas for public and private lighting and other purposes to the town of Long Melford, in the county of Suffolk, and other places within the parishes of Long Melford, Great Waldingfield, Acton, Little Waldingfield, Stanstead, Alpheton, Shimpling, Hartest, Somerton, Hawkedon, Denston, Stansfield, Poslingford, Boxted, Glemsford, Cavendish, all in the county of Suffolk; Pentlow, Belchamp St. Paul, Belchamp Otten, Belchamp Walter, Borley, Foxearth, Liston, all in the county of Essex; and to manufacture, purchase, sell, and let gas meters, fittings, and other gas apparatus, and to levy rates, rents, and charges for such supply, and to exercise all such powers, rights, and privileges as are usually conferred on gas companies.

To authorise the promoters, so far as may be necessary to enable them to furnish a supply of gas, to open and break up the soil and pavement of the several streets, roads, highways, lanes, bridges, and other public and private passages and places within the said town and parishes, and remove, divert, or alter any sewers, drains, and pipes in, over, or under the same, and to lay down, repair, and maintain any mains, service pipes, valves, syphons, and other works connected with, or incidental to, the supply of gas.

To empower the promoters to purchase by agreement, or take on lease, and hold other lands for the general purposes of their undertaking, subject to such regulations as may be defined by the Order.

To authorise the promoters to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas and the utilisation of the residual products obtainable therefrom.

To authorise the promoters on the one hand, and any company, commissioners, local board, or urban or rural sanitary authority within the said town and parishes, to make and carry into effect contracts and agreements for lighting and for supplying all fittings and other things, and for performing all acts incidental to lighting any public streets, places, or buildings, and the Order will preserve and confirm existing leases, contracts, and agreements between the promoters and any other body or persons.

The intended Order will incorporate the provisions of "The Gasworks Clauses Acts, 1847 and 1871," and vary or extinguish all rights and privileges which might interfere with any of the objects of the Order, and confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, a map showing the land occupied by the existing gasworks, and used for the manufacture of gas and residual products, and a copy of this notice will be deposited at the office of the Board of Trade, Whitehall-gardens, London; and for public inspection with the Clerk of the Peace for the county of Suffolk, at his office at Ipswich, and



with the Clerk of the Peace for the county of Essex, at his office at Chelmsford.

On or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the before-mentioned office of the Board of Trade, and on and after that date copies will be supplied, at the price of one shilling each, to all persons applying for the same at the office of Simson, Wakeford, Goodhart, and Medcalf, 11, Great George-street, Westminster.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed 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 undersigned, Simson, Wakeford, Goodhart, and Medcalf, Agents for the promoters, and in forwarding to the Board of Trade such objections, the objectors or their agents are to state that a copy of the same has been forwarded to the promoters' said Agents.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office at Ipswich, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and copies will also be supplied, at the price of one shilling each, to all persons applying for the same at the office of Simson, Wakeford, Goodhart, and Medcalf, 11, Great George-street, Westminster.

Dated this 13th day of November, 1886.

*Deacon, Son, and Gibson, 26, Bush-lane, London, Solicitors.*

*Simson, Wakeford, Goodhart, and Medcalf, 11, Great George-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1887.

Cambridge Rating.

(To apply the General Law as to Rating to the Property of the Cambridge University and Colleges, and to discontinue the Payment by Quota; to alter the Constitution and Powers of the Assessment Committee of Cambridge Poor Law Union; Alteration of Rates and Charges; to authorise the Levying of General District Rate and to charge all Improvement Commissioners' Expenses thereon; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for an Act for all or some of the objects and purposes following, that is to say:—

To extend and apply the general law with respect to the rates for the relief of the poor, the rates leviable under the Cambridge Improvement Acts, the Public Health Act, 1875, and the intended Act, the borough rate and other local rates leviable within the borough of Cambridge, to the lands, buildings, and property of or occupied by the University of Cambridge, and the colleges and halls within that University, or within the borough of Cambridge, and to make provision for the valuation and assessment of such lands, buildings, and property, and for the making, levying, and recovery of the rates, but to exempt from rating chapels of colleges and halls within the University.

To discontinue the contributions by way of quota of the University of Cambridge to the expenses incurred by the Cambridge Improvement Commissioners under the Cambridge Improvement Acts or under the Public Health Act,

No. 25649.

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1875, and to provide for the payment of such expenses by way of rate.

To alter the constitution of the Assessment Committee of the Cambridge Poor Law Union, and to make provision for the appointment thereon of representatives from the Board of Guardians of that Union, the University of Cambridge, and the Council of the borough of Cambridge, and to confer on the Committee all or some of the powers of an Assessment Committee (with or without the consent of the Board of Guardians); to make special provision for a new valuation and valuation list in respect of property within the borough of Cambridge, and to make other provision for the valuation and assessment of property, and the making, levying, and recovery of rates within the borough of Cambridge, and to confer, vary, or extinguish exemptions from payment of rates.

To empower the Cambridge Improvement Commissioners to make and levy a general district rate under and in accordance with the Public Health Act, 1875, and to charge thereon all or some of the expenses incurred by them in the execution of the purposes of the Improvement Acts, or otherwise, as the Urban Sanitary Authority of the borough of Cambridge, and to provide for the audit of their accounts.

To repeal or amend all or some of the provisions of the following local and personal Acts, that is to say:—28 George III., cap. 64; 34 George III., cap. 104; 9 and 10 Victoria, cap. 345; and the Cambridge Award Act, 1856 (and all other Acts relating to the Cambridge Improvement Commissioners); and also to repeal, amend, or render inapplicable to the borough of Cambridge all or some of the provisions of the Union Assessment Committee Act, 1862, and Public Health Act, 1875, or any Acts amending those Acts, and any other enactment inconsistent with the objects of the intended Act.

To vary or extinguish all such rights, powers, privileges, and customs of all corporations, companies, bodies, and persons whomsoever as are inconsistent with, or might 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 at the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 4th day of November, 1886.

*Charles William Palmer, Clerk to the Commissioners.*

*Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.*

Board of Trade.—Session 1887.

Sevenoaks Waterworks.

(Application by the Sevenoaks Waterworks Company to the Board of Trade for a Provisional Order to Extend their Limits of Supply, and to raise New Capital.)

APPLICATION will be made by the Sevenoaks Waterworks Company (herein called "the Company") to the Board of Trade under the Gas and Water Facilities Act, 1870, for a Provisional Order to be confirmed by Parliament in the ensuing session, for the following purposes, viz.:—

1. To extend the limits of supply of the Company to the parishes of Chevening, Sundridge, Brasted, Kemsing, and Otford Kent. To levy water rents and rates therein, and to amend the Sevenoaks Waterworks Act, 1878, and extend it and the Waterworks Clauses Acts to the said parishes.

2. To raise additional capital for the purposes

aforesaid by ordinary or preference shares or stock, or by debentures or debenture stock.

On or before the 30th day of November instant a copy of this advertisement will be deposited with the Clerk of the Peace for Kent, at Maidstone, and on or before the same day another copy thereof and a published map of the district showing the boundaries of the proposed extended limits of supply will be deposited at the Board of Trade.

Printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, can be obtained on and after the 23rd day of December next, at the office of the Company at Sevenoaks.

Every company or person desirous of making any representation to the Board of Trade, or of bringing before that Board any objection respecting the intended application may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1887, and copies of such representations or objections must, at the same time, be sent to the Company, at its office in Sevenoaks.

In forwarding such representations or objections to the Board of Trade the objectors, or their agents, should state that a copy of the same has been forwarded to the Company or its agents.

Dated this 18th day of November, 1886.

*Holcroft, Knocker. and Knocker, Sevenoaks.*

In Parliament.—Session 1887.

Great Eastern Railway and Felixstowe Railway and Dock Companies.

(Transfer or Sale of the Original Undertaking of the Felixstowe Railway and Dock Company to the Great Eastern Railway Company; Agreements between the two Companies; Change of Name and Reconstitution of the Felixstowe Railway and Dock Company; Defining Rights, &c., of several Classes of Share and Stock Holders, &c., and of Creditors of that Company; Removing Restrictions on Raising of Capital by Felixstowe Company; 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 purposes, or some of them, that is to say:—

To transfer and vest in the Great Eastern Railway Company (in this notice called "the Great Eastern Company"), or to authorize or provide for the sale and transfer to them by the Felixstowe Railway and Dock Company (in this notice called "the Felixstowe Company"), of the railway and pier authorized by "The Felixstowe Railway and Pier Act, 1875," and all lands, property, stations, sidings, works, rights, powers, and privileges of the Felixstowe Company (hereinafter collectively referred to as "the Original Undertaking of the Felixstowe Company"), in connection therewith, upon, and subject to such terms (pecuniary or otherwise) and conditions as have been or may be agreed between the Felixstowe Company and the Great Eastern Company (hereinafter referred to as "the two Companies"), or as may be prescribed by or under the Bill, and to empower the Great Eastern Company to purchase, accept a transfer of and to hold the original undertaking of the Felixstowe Company accordingly.

To authorize and empower the two Companies to enter into and carry into effect, agreements for any of the purposes aforesaid, and to confirm,

sanction, and give effect to any such agreement or agreements which have been, or may be, entered into, and, if need be, to provide for the distribution of the assets, and the winding up of the affairs of the Felixstowe Company, in relation to their said original undertaking.

To define, prescribe, and regulate the rights, priorities, and privileges inter se of the holders of shares, stock, debenture stock, debentures, or mortgages in or affecting the several undertakings for the time being of the Felixstowe Company, and of the creditors of that Company.

To authorize the Great Eastern Company, for the purposes of any transfer or sale to them as aforesaid, or other the purposes of the Bill, and for the improvement and enlargement of the original undertaking of the Felixstowe Company or any part or parts thereof, to apply their funds and revenues, and to create additional stock or share capital, and to raise further money by the creation of new ordinary or preference shares or stock in their undertaking, and by mortgage, debenture stock, or otherwise.

To change the name of the Felixstowe Company, and, if thought expedient, to dissolve and re-incorporate that Company, and to reduce their capital and borrowing powers.

To remove or modify any restriction now existing upon the raising of share capital by the Felixstowe Company, and to repeal or vary the provisions with regard thereto of section 52 of the Felixstowe Railway and Dock Act, 1879.

The Bill will, or may, vary or extinguish all rights, privileges, or exemptions which would in any manner impede or interfere with any of the objects or purposes of the Bill, and confer other rights, privileges, and exemptions, and will alter, if necessary, the rates, tolls, and duties authorized to be taken by the Acts hereinafter mentioned, or any of them.

And it is intended, so far as may be necessary and desirable for any of the purposes of the Bill, to vary, amend, or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):— "The Felixstowe Railway and Pier Act, 1875;" "The Felixstowe Railway and Pier (New Works and Additional Powers) Act, 1876;" "The Felixstowe Railway and Dock Act, 1879," and any other Act or Acts relating to the Felixstowe Company; and "The Great Eastern Railway Act, 1862," and any other Act or Acts relating to the Great Eastern 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 18th day of November, 1886.

*W. Fred. Fearn, Liverpool-street Station, E.C.;*

*Cheston and Sons, 1, Great Winchester-street, E.C.;*

Solicitors for the Bill.

*Rees and Frere, 13, Great George-street, Westminster, S.W., Parliamentary Agents.*

In Parliament.—Session 1887.

Barry Dock and Railways.

(Increase of Capital; Payment of Interest out of Capital; Alteration of Capital and Borrowing Powers; Amending Section 8 of the Cardiff Penarth and Cadoxton-juxta-Barry Junction Railway Act, 1885.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Barry Dock and Railways Company (hereinafter called "the Company")

for an Act for the following purposes, or some of them, that is to say:—

1. To authorise the Company to increase their capital, and to raise further sums of money by the creation of new shares or stock, with or without a guaranteed or preferential dividend, or other rights or privileges attached thereto.

2. To make further provision with regard to the capital of the Company, and the forfeiture, cancellation, and re-issue of shares, and to authorise the Company to pay out of capital interest upon any shares or stock which they have still power to issue, or on any other shares or stock which they may be authorised to issue under the intended Act, and to confer further powers on the Company with regard to the borrowing of money on mortgage, and with regard to the creation and issue of debenture stock, and to alter certain of the restrictions to which the Company is subject with regard thereto.

3. To alter and amend section 8 of the Cardiff Penarth and Cadoxton-juxta-Barry Junction Railway Act, 1885, and to enlarge the time within which for the purposes of that section the Company are to construct and open the portion of their railway therein referred to.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and (so far as may be necessary for the purposes aforesaid) alter and amend the Act above-mentioned, the Barry Dock and Railways Acts, 1884, 1885, and 1886, and any other Act relating to the Company or the Cardiff, Penarth, and Cadoxton-juxta-Barry Junction Railway Company, and it may incorporate, with such variations and modifications as may be thought expedient, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869.

And notice is hereby further given, that 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 19th day of November, 1886.

*Downing and Handcock*, Vienna-chambers, Cardiff, Solicitors.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

In the Board of Trade.—Session 1887.

Weymouth Tramways.

(Revival of Powers for Construction of Authorized Tramways; Amendment and Extension of Order).

**T**AKE notice, that application is intended to be made to the Board of Trade, under the Tramways Act, 1870, for a Provisional Order, to be confirmed by Parliament in the ensuing session, to revive and extend the powers granted by the Weymouth Tramways Order, 1884, for the construction and maintenance of the tramways and works thereby authorized, and otherwise in relation thereby; and to extend the periods thereby limited (as prolonged by special direction of the Board of Trade) for commencing the construction of the said tramways, and for completing and opening the same for public traffic, and, so far as may be necessary, for effecting the objects aforesaid, to amend, extend, and vary the said Order.

On or before the 30th day of November instant, a copy of this advertisement will be deposited at the office of the Board of Trade, and with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, in the same county, and with the Town Clerk of the borough of Weymouth and Melcombe Regis, at his office in Weymouth, and with the parish clerk of the parishes

of Melcombe Regis and Radipole, at their respective residences.

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 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.

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 application, may do so, on or before the 15th day of January, 1887, by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, Whitehall, London; and copies of their representations or objections must at the same time be sent to the Promoters, at the offices of the undersigned, Messrs. Durnford and Co.; and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy has been sent to the Company, or their agents.

Dated the 17th day of November, 1886.

*Sutton and Ommanney*, 3 and 4, Great Winchester-street, London, E.C., Solicitors.

*Durnford and Co.*, 38, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1887.

Freshwater and Yarmouth Water.

Application to Board of Trade for powers to construct Waterworks and to supply Water within the Parishes of Freshwater, Yarmouth, Thorley, and Shalfleet, Isle of Wight, and in the County of Southampton).

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the "Gas and Waterworks Facilities Act, 1870," for the following purposes, or some of them, namely:—

To empower the undertaker or undertakers to be named in the intended Order, or a Company formed for the purposes (all of whom are hereinafter referred to as "the undertakers"), to make and maintain all or any of the works hereinafter described, and to supply water in the said parishes of Freshwater, Yarmouth, Thorley, and Shalfleet, that is say:—

(a.) A well, pumping station, with pumping engines, engine and boiler houses, tanks, and other works, buildings, and fences in and upon land situate in the parish of Freshwater, belonging or reputed to belong to George Fletcher Jones, and numbered 881 on the 25-inch ordnance map of the parish of Freshwater.

(b.) An aqueduct or line of pipes situate wholly in the parish of Freshwater, and commencing at the pumping station hereinafter described and terminating on Afton Down.

(c.) All such other branch and distribution mains, works, and conveniences connected therewith and required for the supply of the districts proposed to be included within the limits of supply as defined by the Order.

(d.) A reservoir or tank to be constructed on land forming part of Afton Down aforesaid, the property of the said George Fletcher Jones, and numbered 934 on the aforesaid ordnance map.

(e.) A line of pipes and all works connected therewith, commencing at and carried from the said reservoir or tank in a westerly direction through land belonging to the said George

Fletcher Jones, and known as Aston Down aforesaid.

To authorize the undertakers to take and impound water from the spring situate on land at Freshwater aforesaid, numbered 881 on the ordnance map, and all such waters as may be found in, upon, or under any lands acquired by the undertakers.

To empower the undertakers to supply water for public trading, domestic, and other purposes to the inhabitants, public bodies, and other persons within the parishes of Freshwater, Yarmouth, Thorley, and Shalfleet, or some part or parts thereof respectively, and also to empower the undertakers to supply water in bulk beyond those limits by agreement.

To empower the undertakers to lay down and maintain pipes, culverts, and other works in, over, under, or across, and to cross, break open, alter, or stop up, for the purposes of the said intended works, temporarily or permanently, any turnpike roads, highways, footpaths, private roads, railway, streams, brooks, and watercourses in the said parishes before mentioned.

To empower the undertakers to purchase and take by agreement any lands, houses, springs, streams, wells, waters, and other hereditaments or easements requisite or desirable for the purpose aforesaid, and to acquire way-leaves, water-leaves, and easements, in or over the same, and to confer, vary, or extinguish any rights, easements, or privileges connected therewith which would in any way interfere with the objects and purposes of the said Provisional Order.

To empower the undertakers to exercise 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 and purposes of the undertaking, and the objects and purposes of the said Provisional Order.

To empower the undertakers to make proper provisions for the prevention of waste, illegal use, obstruction, or misuse, or wrongful use of the water supplied, and to make and adopt proper and needful bye-laws and regulations in reference thereto, and to enforce the same by penalties or otherwise.

To empower the undertakers to demand, take, and recover rates, rents, and charges for the water supplied by them, and to grant exemptions therefrom, and to make special contracts, agreements, and charges for the supply of water, and to confer other rights and privileges.

To incorporate with the intended Provisional Order, all or some of the powers and provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses Acts, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Waterworks Clauses Act, 1847, and also such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupations, and to other matters, as may be deemed expedient.

Duplicate plans and sections—showing the line or situation and levels of the intended works, and the lands in or through which the same will be made, and the limits of supply of the undertaking, will, together with a copy of this notice as advertised and published in the London Gazette, be deposited on or before the 30th day of November instant, in the office of the Clerk of the Peace for the county of Southampton, at his office at Winchester, and at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft 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 same, when deposited, and of the Order, when made, can be obtained at the offices of Mr. A. S. Estcourt, High-street, or of Mr. W. T. Stratton, 31, Holyrood-street, Newport, Isle of Wight, at the price of one shilling for each copy.

And notice is hereby further given, that every Company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection against this 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, 1887; and that copies of such representations or objections must at the same time be sent to the promoters of the undertaking, addressed to the office of the Solicitors for the Provisional Order, and the objectors or their agent must inform the Board of Trade that a copy has been sent to them.

Dated this 19th day of November, 1886.

Arthur Sotheron Estcourt, 97, High-street,  
Newport, I.W., Solicitor.

In the Board of Trade.—Session 1887.

Oldham, Ashton-under-Lyne, Hyde, and District  
Tramways.

(Release of Deposit; Abandonment of  
Undertaking.)

**T**AKE notice, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorize the release and repayment of the deposit-money paid into the High Court of Justice (Chancery Division) upon the application to the Board of Trade for the Oldham, Ashton-under-Lyne, Hyde, and District Tramways Order, 1883, and now remaining in Court to the credit of ex parte "the Oldham, Ashton-under-Lyne, Hyde, and District Tramways," with any interest and accumulations of interest thereon, and also to abandon the undertaking authorized by the said Order.

On or before the 30th day of November instant, a copy of this advertisement will be deposited at the office of the Board of Trade; and for public inspection with the Clerk of the Peace for the county of Lancaster, at his office, at Preston; with the Clerk of the Peace for the county of Chester, at his office, at Chester; in the offices of the Town Clerks of the boroughs of Ashton-under-Lyne and Hyde respectively, in the offices of the Clerks to the Local Boards of Denton, Haughton, and Andershaw respectively; and with the vestry clerks of the parishes of Ashton-under-Lyne, Manchester, Stockport, and Mottram-in-Longdendale; and also with the parish clerks of the several parishes of Ashton-under-Lyne, Manchester, Stockport, and Mottram-in-Longdendale respectively, at their respective offices or places of abode in which counties, districts, and parishes the said tramways were authorized to be made.

The draft of the 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 Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them, at the respective offices of the undersigned.

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, Whitehall,

London, on or before the 15th day of January, 1887; and copies of their objections must at the same time be sent to the Promoters, at the offices of the undersigned, Messrs. Durnford and Co., and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy has been forwarded to the Promoters or their agents.

Dated the 17th day of November, 1886.

*Sutton and Ommanney*, 3 and 4, Great Winchester-street, London, E.C., Solicitors.

*Durnford and Co.*, 38, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1887.

West Lancashire Railway.

(Extension of Time for Purchase of Lands and Construction of Preston Docks Extension Railway; Powers to Company and Liverpool, Southport, and Preston Junction Railway Company respecting Preston Docks Extension Railway; Increase and Regulation of West Lancashire Railway, 1884, Debenture Stock; Cancellation of Agreement for Working the Liverpool, Southport, and Preston Junction Railway; Agreements with Corporation of Preston; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the West Lancashire Railway Company (hereinafter called "the Company") for leave to bring in a Bill to enable them to exercise the powers and effect the objects following, or some of them, viz. :—

To extend the time limited by the West Lancashire (Preston Docks Extension) Railway Act, 1884, for the compulsory purchase of lands and for the construction and completion of the railway and works by that Act authorised.

To transfer to and confer upon the Liverpool, Southport, and Preston Junction Railway Company all or some of the powers conferred upon the Company by the West Lancashire Railway (Preston Docks Extension) Act, 1884, for making and maintaining the Preston Docks Extension Railway and works in connection therewith, and to enable that Company to exercise such powers and to become owners of the said Extension Railway and works, and to construct and maintain the same, and to levy tolls, rates, and charges in respect thereof, as if the Liverpool, Southport, and Preston Junction Railway Company had been named in and authorised by the said Act of 1884, instead of the Company, to make and maintain the said Extension Railway and works connected therewith, or otherwise to authorise the Liverpool, Southport, and Preston Junction Railway Company to provide a portion of the capital required for the said Preston Docks Extension Railway and works connected therewith, and to become joint owners thereof, and for those purposes to raise additional capital in their own undertaking by ordinary or preference shares, and by borrowing on mortgage, or by the creation and issue of debenture stock; and either to subscribe for and take and hold shares or stock in the separate Preston Docks Extension Railway undertaking of the Company, or to provide and contribute direct the whole or such portion of the capital as may be agreed upon or required for the purposes of the said Docks Extension Railway and works.

To increase the amount of the West Lancashire Railway, 1884, debenture stock authorised by the West Lancashire Railway (Capital) Act, 1884, by such an amount as may be required for the purposes for which that debenture stock was autho-

risied, and for such other purposes as may be defined by the Bill, and to authorise the Company to create and issue such increase or additional amount of debenture stock of the same class and with the same privileges and priorities as the debenture stock authorised by the said Act of 1884, and at such price and subject to such further or other terms and conditions as to payment of interest and otherwise as the Bill may prescribe, and also to issue so much of the debenture stock authorised by the said Act of 1884 as remains unissued, at the same price and subject to like terms and conditions as the increased or additional amount of debenture stock to be authorised by the Bill.

To rescind, cancel, and annul upon such terms and conditions, if any, as may be mutually agreed upon or prescribed by the Bill, an agreement made the 28th day of October, 1884, between the Company and the Liverpool, Southport, and Preston Junction Railway Company respecting the working and maintenance of the railway of that Company.

The Bill will authorise the Company and the Corporation of Preston to make and carry into effect agreements with respect to the occupation or acquisition for the purposes of the Preston Docks Extension Railway and works connected therewith and other purposes of the Company of any lands or property vested in or under the control or management of the Corporation; and with respect to the construction of works and buildings in or over the same, and also with respect to the construction of approaches and access to, and communications through any property of the Corporation, and the formation, diversion, and use of streets, roads, paths, passages, sewers, drains, and other works; and the payments to be made by either of the parties in or towards the construction and maintenance of any such works and conveniences.

The Bill will vary or extinguish all rights and privileges which would interfere with its objects, and confer other rights and privileges; and it will incorporate with itself the necessary provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869; and it will alter, amend, enlarge, or repeal some of the provisions of the West Lancashire Railway Acts of 1871, 1872, 1873, 1875, 1878, 1879, 1881, 1882, and 1884, and of the Liverpool, Southport, and Preston Junction Railway Act, 1884.

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, 1886.

*Robt. Wm. Perks*, 147, Leadenhall-street, London, Solicitor.

*Wm. Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Dover (Corporation) Harbour.

(Transfer of Dover Harbour to Corporation and Dissolution of Dover Harbour Board; Maintenance of Harbour and Appointment of Special Committee; Bye-Laws; Officers; Accounts; Borrowing of Money; Tolls; Property; Incorporation Repeal and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session by the Mayor, Aldermen, and Burgesses of the borough of Dover (hereinafter called the Corporation), for an Act for all or some of the following purposes or objects, that is to say :—

To transfer to and vest in, or to provide for the transfer to and vesting in the Corporation of the Dover harbour, together with the works, lands, waters, property, powers, rights, privileges, and authorities vested in, held by or belonging to or exercisable by the Dover Harbour Board, and all other the undertaking of the Dover Harbour Board.

To provide for the dissolution and winding up of the affairs of the Dover Harbour Board.

To enable the Corporation to carry on and maintain the harbour and undertaking when the same shall have been so transferred to or vested in them, and to exercise all or any of the rights, powers, privileges, and authorities of the Dover Harbour Board, subject to such alterations (if any) as may be prescribed by the intended Act, with such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

To empower the Corporation to appoint or to provide for the appointment of a special committee for the control and management of the harbour and undertaking and to provide for representatives on such special committee of persons not being members of the council of the borough, and to empower any Government Department or railway company to appoint representatives on such committee, to regulate the proceedings of such committee, and to delegate all or some of the powers of the Corporation in regard to the harbour and undertaking to such special committee.

To continue, alter, or revoke the existing bye-laws of or relating to the Dover Harbour, and to make new bye-laws in regard thereto.

To provide for the continuance or taking over of all or any of the officers and servants of the Dover Harbour Board and the abolition of any office which may be deemed unnecessary, and to make provision in regard to compensating any officer or servant not continued or taken over.

To provide for the keeping and auditing of the accounts of the Corporation relating to the Dover Harbour and undertaking, and to enable the Corporation to apply any surplus revenue to the improvement of the Dover Harbour and borough of Dover, or to apply the same to such other purposes as may be prescribed by the intended Act.

To provide for the payment of the debts and liabilities of the Dover Harbour Board and to charge all or some of the mortgages of the said board upon the Borough Fund and Borough Rate of the Corporation and the Dover Harbour and undertaking or any of them, or any part thereof, and to make provision for the discharge of such mortgages, also to authorize the Corporation to borrow money for the purposes of the intended Act, and to charge the same on the Borough Fund and Borough Rate, District Fund and General District Rate, the Dover Harbour and undertaking, the estates, rates, revenue, and other property of the Corporation or on any such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to apply any funds or money of the Corporation to the purposes of the intended Act.

To empower the Corporation to levy tolls, rates, dues, and charges for or in respect of the Dover Harbour and undertaking, to alter existing tolls, rates, dues, and charges, and to confer, vary, or extinguish any exemptions from the payment of tolls, rates, dues, and charges.

To empower the Corporation to sell, lease, exchange, enfranchise, or otherwise dispose of

all or any parts of the property of the Dover Harbour Board.

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 all or some of the provisions of the following public and local Acts, that is to say, the 9th Geo. IV. cap. 31, 6 and 7 Wm. IV. cap. 125, 11 and 12 Vic. cap. 97, the Harbours and Passing Tolls, &c., Act, 1861, the Dover Harbour Act, 1871, the Dover Harbour Act, 1873, and the Dover Harbour Act, 1882, and all other Acts relating to the Dover Harbour or to the Dover Harbour Board, and to incorporate, with or without amendment, some of the provisions of the Municipal Corporations Act, 1882, the Public Health Act, 1875, and the Local Loans Act, 1876, the Harbour, Docks, and Piers Clauses Act, 1847, 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 next.

Dated this 16th day of November, 1886.

*B. Wollaston Knocher*, Town Clerk,  
Dover.

*Sharpe, Parkers, Pritchard and Sharpe*,  
9, Bridge-street, Westminster, Parli-  
amentary Agents.

In Parliament.—Session 1887.

West Gloucestershire Water.

(Extension of Limits of Supply; New and Alteration of existing Rates, &c.; Powers to Manufacture, provide, and let Meters, Fittings, Pipes, and other Apparatus; Agreements with, and Powers to, Corporation of Bath with reference to Supply of Water and Purchase of Pipes, &c. by the Company; Agreements with, and Powers to, Sanitary Authorities, Companies, Bodies, and Persons; Additional Share and Loan Capital; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the West Gloucestershire Water Company (herein 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 extend the limits within which the Company may supply water, so as to include therein the parishes, townships, and places of Keynsham, Saltford, Northstoke, Kelston, Corston, Newton St. Loe, Weston, and Twerton, in the County of Somerset, and Charfield, Kingswood, Wotton-under-Edge, Alveston, Tytherington, and Thornbury, in the County of Gloucester, or some or one of them, or some part or parts thereof respectively, and to authorise the Company, within and throughout the extended limits, to supply water for domestic, trading, sanitary and other purposes, and to exercise all or any of the powers conferred by the West Gloucestershire Water Act, 1884, and which may be conferred by the Bill.

2. To authorise the Company to lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works, in, through, under, over, across and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing paths, railways, tram-

ways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, in any of the parishes, townships, and places before mentioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

3. To authorise the Company to levy rents, rates, duties and charges, differential or otherwise, to alter existing rents, rates, duties and charges, and to confer exemptions from the payment of rates, rents, duties and charges.

4. To empower the Company to manufacture, purchase, sell, lay down, fix, let or provide on hire meters, fittings, pipes, cisterns, and other apparatus, appliances, articles, and things on such terms and conditions as they may think fit, and to levy and recover rates, rents, charges, and payments for the same.

5. To authorise the Company, and the Mayor, Aldermen, and Burgesses of the City and Borough of Bath (hereinafter called the Corporation), to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the supply by the Company to the Corporation of water in bulk or otherwise, on such terms and conditions, and for such considerations, as may have been, or may be, agreed upon; and also for the acquisition by the Company of any mains, pipes, apparatus, or other works or conveniences belonging to the Corporation, and situate lying, and being in the said parishes of Twerton and Weston, or either of them, and used for or in connection with the supply of water by the Corporation therein; and to authorise the Corporation and the Company to apply their respective funds and to raise further moneys for the purposes of any such contract, agreement, or arrangement; and to sanction, confirm, and give effect to any such contract, agreement, or arrangement made, or to be made, with reference to the matters aforesaid, and all incidental matters.

6. To enable the Company on the one hand, and any sanitary authority, Company, Corporation, public body, officers, or persons, 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 sanitary authority, Company, Corporation, or public body, officers, or persons, of water in bulk or otherwise for any public, sanitary, trading, or other purposes, and to authorise any such sanitary authority, Corporation, Company, public body, officers, or persons respectively to apply their respective funds, and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid,

7. To authorise the Company for the purposes of the Bill, and for the general purposes of their undertaking, to increase their capital and to raise further moneys by the creation of new shares or stock with or without a preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any of those means.

8. To confer upon the Company all powers, rights, and authorities which are or may become necessary for carrying the objects of the Bill into complete and full effect, to 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.

9. 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 West Gloucestershire Water Act, 1884, 9 & 10 Vic. cap., 220, 14 & 15 Vic. cap., 104, 33 & 34 Vic. cap., 53, and all other Acts and Provisional Orders relating to the Corporation, and all other Acts and Orders (if any) which may relate to or be affected by the objects of the Bill.

And Notice is hereby further given that on or before the 21st day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this fifteenth day of November, 1886.

*Stanley, Wasbroughs, and Doggett, 27, Clare-street, Bristol, Solicitors.*

*John Charles Ball, 16, Parliament-stréet, Westminster, Parliamentary Agent.*

In Parliament.—Session 1887.

Regent's Canal, City, and Docks Railway.  
(Extension of Time for Purchase of Land and Construction of Works; Special Powers as to Sale, Lease, &c., of Lands and Buildings over Tunnels on Railways of the Company; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by or on behalf of the Regent's Canal, City, and Docks Railway Company, for leave to bring in a Bill to extend the time limited by the Regent's Canal, City, and Docks Railway Act, 1882 (hereinafter called "the Act of 1882"), for the purchase of lands and the construction of the railways, canal works, new streets, street improvements, and works thereby authorized to be purchased and constructed.

To confer upon the Company powers with reference to the sale, leasing, or other disposition of lands situate over tunnels on their railways, and the covering in of portions of their railways, and to exempt such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to empower the Company to build or to grant, sell, or demise the right to build over any parts of such tunnels and railways so covered in, or any other right or easement in or over the same, and to make other provisions with regard to the matters aforesaid, or, if thought fit, to enable the Company to declare such lands to be superfluous lands, and to deal with them accordingly.

The Bill will vary and extinguish all powers, rights, and privileges which are or may be inconsistent with, or which would or might in any way impede or interfere with its objects; and it will confer other powers, 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 Act of 1882, and the Regent's Canal, City, and Docks Railway (Canal Capital) Act, 1883, the Regent's Canal, City, and Docks Railway (Various Powers) Act, 1883, and the Regent's Canal, City, and Docks Railway Act, 1885, and all or any other Acts relating to or affecting the 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 16th day of November, 1886.

*Arthur Higginson, 3, Westminster-chambers, Victoria-street, Westminster, S.W., Solicitor for the Bill.*

*Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.*

In Parliament.—Session 1887.

Governments Stock Investment Company,  
Limited.

(Alteration, Amendment, Extension, and if necessary, Cancellation and Repeal of Memorandum and Articles of Association, Books, Registers, Special Resolutions, and other Deeds and Documents; Making and Enacting other Provisions in lieu thereof; Division of Existing Stock into new Multiples; Conversion of Existing Capital issued and unissued, or portions thereof, into Preference, Deferred and Ordinary Stock or Preference, Deferred and Ordinary Shares; Consolidation of Capital; Removal of Doubts; Additional Capital, Preference, Deferred and Ordinary; Application of Profits; Voting Powers; Qualification of Directors; and other purposes.)

**N**OTICE is hereby given, that the Governments Stock Investment Company, Limited (in this Notice called "the Company"), intend to apply to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act for all or some of the following among other purposes, that is to say:—

To alter, amend, extend, cancel, annul and repeal all or some of the provisions of the Memorandum of Association and Articles of Association, Books, Registers and other documents of the Company, and all or any special resolutions or resolution or other resolutions or resolution of the Company or of the Board of Directors thereof, and to make and enact other provisions in lieu thereof or in substitution therefor, or in addition thereto.

To confer upon the Company, the directors, the shareholders, the stockholders and members of the Company, or any or either of them, new and additional powers, and to remove and put an end to doubts now existing in relation to the existing shares, stock and capital, issued and unissued of the Company, and in relation to the creation, issue and regulation of any new or additional capital, preference, deferred and ordinary, and the division, transfer and conversion of shares and stock of the Company, and in relation to the declaration and payment of dividends, cumulative and non-cumulative, the distribution or accumulation of profits, the rights, powers, liabilities and priorities of shareholders, stockholders and members of the Company, and other matters of the like nature, and generally to rearrange, define and regulate the capital of the Company.

To make and enact new and special provisions and to confer upon the Company and the individual members of the Company and upon the directors further powers, authorities, rights and privileges with respect to all or some of the matters following (that is to say):—

- (a.) The compulsory or voluntary division and conversion of the whole or any part of the stock representing existing paid-up capital of the Company into preference, deferred and ordinary stock in such proportions and upon such terms and conditions as the Bill may define or prescribe;
- (b.) The creation or conversion and issue of the whole or any part of the unissued portion of the Company's original capital as preference shares or stock or deferred or ordinary shares or stock, or partly preference and partly deferred or ordinary, and in such proportions and upon such terms and conditions as to premium or otherwise as the Bill may define or prescribe;
- (c.) The application, division and distribution of profits, the making, declaring and paying dividends preferential and non-preferential, cumulative or non-cumulative

(d.) The division into smaller multiples and consolidation of portions of existing capital issued and unissued, and as well before, as after, its conversion into preference, deferred or ordinary stock;

(e.) The increase of the capital of the Company and the creation and issue of additional capital in shares and stock or by either of those means, and the attaching to any such shares or stock a preference or priority in the payment of dividends or interest or other rights or privileges;

(f.) The rights, powers and privileges of the shareholders, stockholders, and members of the Company;

(g.) The votes of the shareholders, stockholders, and members of the Company;

(h.) The qualification of the Directors of the Company;

To alter, amend, and extend, and, so far as may be necessary or expedient for any of the purposes of the Bill, to cancel, annul, or repeal all Acts of Parliament, deeds, laws, regulations, rules, and other documents binding upon or affecting the Company, and to confer all powers, and to vary and extinguish any rights or privileges which it may be convenient to confer, vary, or extinguish for the purposes of the Bill.

Printed copies of the Bill will, on or before the 21st day of December, 1886, be deposited in the Private Bill Office of the House of Commons.

Dated this 20th day of November, 1886.

*Davidson and Morriss*, 40 and 42, Queen Victoria-street, London, Solicitors for the Bill.

*Wyatt, Hoskins, Hooker, and Williams*, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1887.

Corporation of London (Leadenhall Market Approach).

(Alteration and Diversion of Street Leading from Lime-street to Leadenhall Market; Purchase of Lands, &c.; Alteration of Levels of Lime-street, &c.; Stopping Up and Acquisition of Sites of Streets and Places; Sale or Lease of Lands, &c.; Application and Raising of Money; Amendment of Acts; and other Powers.)

**N**OTICE is hereby given, that the Mayor and Commonalty and Citizens of the city of London (who are herein referred to as "the Corporation") intend to apply to Parliament in the ensuing session thereof for leave to bring in a Bill to confer upon them the following, or some of the following, among other powers, that is to say:—

1. To divert, alter, and straighten a portion of the "existing street," in the city of London, leading from Lime-street, by the Pewterers' Hall in that street, to Leadenhall Market, which diversion or alteration will commence in the parish of St. Dionis Backchurch, in the city of London, at or near a point in the centre of Lime-street, opposite the south-east corner of the premises numbered 22 in that street, and terminate in the parish of All Hallows, Lombard-street, in the said city of London, at or near a point in the centre of the "existing street," opposite to the south-westerly corner of the premises in the occupation of Messrs. Howard and Company, and to effect certain improvements and conveniences in the immediate neighbourhood of such diversion or alteration, and in connection therewith.

2. To acquire, and if need be by compulsion, lands, houses, and other property situate in the parishes of St. Dionis Backchurch and All Hallows, Lombard-street, in the city of London,



or one of them, and bounded on the north by premises belonging to the Corporation and the "existing street"; on the east by Lime-street; on the south partly by the Vestry Hall-yard and premises belonging to or reputed to belong to the parish of St. Dionis Backchurch aforesaid and partly by Ship Tavern-passage; and on the west by premises in the course of construction belonging to or reputed to belong to Messrs. Brooke and Son; and to extinguish all rights in or over such lands, houses, and property.

3. To alter the levels of Lime-street to the extent shown on the deposited sections hereinafter referred to, and to stop up and appropriate the sites of, and to extinguish all rights of way and other rights in, over, or affecting so much of the "existing street" as is proposed to be diverted or altered, and as will be rendered unnecessary for public purposes by such diversion or alteration, and the passage leading from Ship Tavern-passage to the "existing street," and also the passage leading in a westerly direction from the last-named passage, and to stop up, alter, or divert either temporarily or permanently any other public streets, passages, or places situate within the area of the property sought to be acquired under the powers of the Bill.

4. To acquire, and if need be by compulsion, any vaults, cellars, or other conveniences situate under or adjacent to the before-mentioned streets, or any of them, or any part or parts thereof respectively.

5. The lands to be acquired, and the works to be executed under the Bill, will be situate within the following parishes, or one of them, that is to say—All Hallows, Lombard-street, and St. Dionis Backchurch, both in the city of London.

6. To enable the Corporation to apply to the purposes of the Bill, any moneys belonging to them, or under their control, and, if necessary, to borrow further moneys.

7. To sell, lease, or appropriate, for building or other purposes, any land to be acquired under the Bill, and not required for the purposes thereof, and to exercise all such other powers as may be incidental or accessory to any of the objects of the Bill.

8. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and will or may extend to the lands to be acquired, all or any of the powers of the Corporation, and all rules, bye-laws, and regulations relating to Leadenhall Market, or in force within the city of London, and it will incorporate with itself the necessary provisions of "The London (City) Improvement Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883," and it will amend or repeal the powers and provisions of the Leadenhall Market Act, 1871, and of any other Act or Acts, so far as may be necessary for the purposes of the Bill.

Duplicate plans and sections, describing the line and levels of the proposed alteration or diversion, and describing the lands, houses, and other property to be taken for the purposes 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 city of London, at his office at the Sessions House, Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, and a

copy of so much of the said plans, sections, and book of reference as relates to each parish in which any works are proposed to be constructed, or any lands, houses, and other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish 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 18th day of November, 1886.

*G. Prior Goldney*, Remembrancer, Guildhall, London, E.C.

*Wyatt, Hoskins, Hooker, and Williams*, 28, Parliament-street, Westminster, Parliamentary Agents.

**N**OTICE is hereby given, that a separate building, named the Westgate-road Baptist Chapel, situate at Westgate-road, in the township of Westgate, in the county of Newcastle-upon-Tyne, in the district of Newcastle-upon-Tyne, being a building certified according to law as a place of religious worship, was, on the 9th day of October, 1886, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85, being substituted for the building known as Providence Chapel, now disused.—Witness my hand this 15th day of October, 1886.

*Chas. E. Hunter*, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named Wesleyan Methodist Chapel, Burnt Ash, Lee, situated at Burnt Ash Hill, in the parish of Lee, in the county of Kent, in the district of Lewisham, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1886, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 18th day of November, 1886.

*H. C. Mott*, Superintendent Registrar.

**N**OTICE is hereby given, that on the 19th day of November, 1886, the Chief Registrar signed an award for the dissolution of the Northampton Equitable Friendly Institution, Register No. 143, held at 50, Broad-street, Northampton, in the county of Northampton, and that such Society is thereby dissolved, 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 be set aside accordingly.

*J. M. Ludlow*, Chief Registrar.

28, Abingdon-street, Westminster.

**N**OTICE is hereby given, that the Husbands Bosworth Industrial and Provident Society Limited, Register No. 579, held at Husbands Bosworth, in the county of Leicester, is dissolved by instrument, registered at this office, the 22nd day of November, 1886, 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 be set aside accordingly.

*J. M. Ludlow*, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,  
the 22nd day of November, 1886.

**N**OTICE is hereby given, that the Who Would Have Thought It Friendly Society, Register No. 1295, held at the Old Bush Inn, Level-street, Brierley Hill, in the parish of Kingswinford, in the county of Stafford, is dissolved by instrument, registered at this office, the 23rd day of November, 1886, 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 be set aside accordingly.

*J. M. Ludlow*, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,  
the 23rd day of November, 1886.

**N**OTICE is hereby given, that the Mutual Benefit Society, Register No. 81, held at the Sun Inn, Waterbeach, in the county of Cambridge, is dissolved by instrument, registered at this office, the 24th day of November, 1886, 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 be set aside accordingly.

*J. M. Ludlow*, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,  
the 24th day of November, 1886.

**N**OTICE is hereby given, that the Midland Sick and Benefit and Philanthropic Society of Hairdressers, Register No. 1585, held at the White Horse Hotel, Congreve-street, Birmingham, in the county of Warwick, is dissolved by instrument, registered at this office, the 24th day of November, 1886, 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 be set aside accordingly.

*J. M. Ludlow*, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,  
the 24th day of November, 1886.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Chitty.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Abercorris Slate and Slab Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of Her Majesty's High Court of Justice, was, on the 20th day of November, 1886, presented to the High Court of Justice by Frederic Orchard, of 101, Leadenhall-street, in the city of London, Ship Broker, carrying on business as J. D. Hewett and Co., a creditor of the said Company; and that the said petition is directed to be heard before the Honourable Mr. Justice Chitty, on Saturday, the 4th day of December, 1886; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the under-

signed, on payment of the regulated charge for the same.

*Carr and Son*, 23, Rood-lane, in the city of London, Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.  
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Patent Ivory Manufacturing Company Limited.

**B**Y an Order made by the Vice-Chancellor Bacon in the above matter, dated the 6th day of November, 1886, on the petition of Alexander De Pont, of 115, London Wall, in the city of London, Manufacturers' Agent, a creditor of the above-named Company, it was ordered that the said Patent Ivory Manufacturing Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the time within that Order was to be advertised in the London Gazette be extended to the 26th day of November, 1886.

*Saul Solomon*, 58, Finsbury-pavement, E.C., Solicitor for the said Alexander de Pont, the Petitioner.

In the High Court of Justice.—Chancery Division.  
Mr. Justice North.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Alexandra (Newport) Docks and Maindee Omnibus Company Limited.

**B**Y an Order made by Mr. Justice North in the above matter, dated the 20th day of November, 1886, on the petition of Simeon Scard, of Newport, in the county of Monmouth, Corn and Provision Dealer, a creditor of the above-named Company, it was ordered that the Alexandra (Newport) Docks and Maindee Omnibus Company Limited be wound up by this Court, under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the Provisional Liquidator appointed in the above matter by an Order, dated the 8th November, 1886, continue as such Provisional Liquidator until the appointment of an Official Liquidator; and it was ordered that the costs of the petitioner, of the said Company, and of the creditor supporting the petition of and relating to the petition, be taxed by the Taxing Master, and be paid out of the assets of the said Company.—Dated this 23rd day of November, 1886.

*J. Kelly White*, 57, Gracechurch-street, E.C., Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Liverpool and Isle of Man Steamship Company Limited.

**N**OTICE is hereby given, that the Honourable Mr. Justice Kay has fixed the 7th day of December, 1886, at twelve of the clock at noon, at his chambers, in the Royal Courts of Justice, Strand, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated the 24th day of November, 1886.

In the High Court of Justice.—Chancery Division.  
Mr. Justice North.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Gittens, Lickfold, and Co. Limited.

**N**OTICE is hereby given, that his Lordship Mr. Justice North has fixed Thursday, the 9th day of December, 1886, at twelve o'clock at noon, at his chambers, in the Royal Courts of Justice, Strand, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 20th day of November, 1886.

In the High Court of Justice.—Chancery Division.  
Mr. Justice North.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the National Trust Company Limited.

NOTICE is hereby given, that his Lordship Mr. Justice North has fixed Thursday, the 9th day of December, 1886, at eleven o'clock in the forenoon, at his chambers, Royal Courts of Justice, Strand, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 20th day of November, 1886.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Stirling.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Primrose Press Agency Company Limited.

NOTICE is hereby given that Mr. Justice Stirling has fixed Wednesday, the 8th day of December, 1886, at twelve o'clock at noon, at his chambers, in the Royal Courts of Justice, Strand, Middlesex (Room No. 292), as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated 23rd November, 1886.

In the Chancery of the County Palatine of Lancaster.—Manchester District.

In the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the No. 1 Railway Hotel Benefit Building Society; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and of the Court of Chancery of Lancaster Act, 1854.

NOTICE is hereby given, that a petition, intitled in the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the No. 1 Railway Hotel Benefit Building Society, Accrington, and in the Matter of the Court of Chancery of Lancaster Act, 1850, and of the Court of Chancery of Lancaster Act, 1854, praying that the said Society might be wound up by the Court was, on the 22nd day of December, 1885, presented to the Chancellor of the Duchy and County Palatine of Lancaster, by John Gibson Sutcliffe, of Whalley-road, Accrington, in the county of Lancaster, Engine Driver, a member of the said Society, and that such petition was heard before his Honour the Vice-Chancellor Henry Fox Bristowe, Esq., Q.C., on the 13th day of January, 1886, and the usual winding up Order was made; but it being discovered that the registered name of the said Society is the No. 1 Railway Hotel Benefit Building Society, and not the No. 1 Railway Hotel Benefit Building, Accrington, his Honour has, by an Order dated the 8th day of November, 1886, directed that the said petition should be amended as to the name of the said Society, and be advertised again, and that the said Order for winding up should be drawn up at the expiration of seven days after such advertisement.—Dated this 24th day of November, 1886.

W. Slater and Sons, 87, Mosley-street, Manchester; Agents for  
Charles Hall, Son and Frankland, of Accrington, Solicitors for the Joint Official Liquidators and the said Petitioner.

BOATS, &c., PUMPS, &c.

TENDERS will be received until noon, on Thursday, the 16th December, 1886, for BOATS, &c., PUMPS, &c., under a Standing Contract.

Manufacturers only will be accepted.

Patterns may be seen at the Admiralty Pattern Rooms, 72, Great Queen-street, Lincoln's-inn-fields, London, W.C.

Forms of tender, containing conditions of contract and all particulars, may be obtained on personal application at this office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Contract Department, Admiralty, Whitehall,  
November 18, 1886.

In the Matter of the Companies Acts, 1862 to 1880.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the Belle Isle Bone and Tallow Company Limited, duly convened and held at Wood's Hotel, Furnival's-inn, Holborn, in the county of Middlesex, on the 25th of October, 1886, 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 in the like manner at Pleasant-grove, York-road, Islington, in the said county of Middlesex, on the 15th day of November, 1886, the said Special Resolutions were duly confirmed:—

"That this Company be wound up voluntarily pursuant to section 129, sub-section 2, of the Companies Act, 1862.

"That Mr. William Sharratt, of 88, St. Paul's-road, Camden Town, in the county of Middlesex, be appointed Liquidator."

Wm. Haydon, Chairman.

In the Matter of the North Queensland Sugar Estates Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at 88, Bishopsgate-street, in the city of London, on Wednesday, the 17th day of November, 1886, the following (inter alia) Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of the Company 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 Mr. William Gardiner, of No. 12, Redcross-street, in the city of London, Merchant, be appointed Liquidator for the purposes of such winding up."

Dated this 23rd day of November, 1886.

W. Gardiner, Chairman.

The Castillon (Pyrenees) Mining Company Limited.

AT an Extraordinary General Meeting of the Castillon (Pyrenees) Mining Company Limited, duly convened and held at the offices of the Company, No: 14, Great Winchester-street, in the city of London, on the 3rd day of November, 1886, 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 same place, on the 18th day of November, 1886, the subjoined Special Resolutions were duly confirmed, viz.:—

1. "That it is desirable to reconstruct the Company, and that with a view thereto the Company be wound up voluntarily, and that Arthur Charles Meredith Bolton be and he is hereby appointed Liquidator for the purpose 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 Castillon (Pyrenees) Mining Company Limited,' with a Memorandum and Articles of Association, which have already been prepared with the privity and approval of the Directors of this 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 Castillon (Pyrenees) Mining Company Limited of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized to enter into an agreement with such new Company, when incorporated, on the terms of the said draft, and to carry the same into effect; and the Liquidator be authorized to consent to any variation in the terms of the agreement which he may think expedient or fit."

J. C. Bolton, *Chairman.*

The Tredegar Co-operative and Industrial Society Limited.

**N**OTICE is hereby given, that at an Extraordinary General Meeting of this Society, held on the 12th day of November, 1886, at the Coffee Tavern, Tredegar, the following Extraordinary Resolutions were unanimously passed:—

1. "That it has been proved to the satisfaction of the Society that the Society cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that accordingly the Society be wound up voluntarily under the provisions in that behalf contained in the Companies Act, 1862, and the Industrial and Provident Societies Act, 1876.

2 "That Mr. Richard Williams, of Tredegar, ex-Police Inspector, be appointed Liquidator for the purpose of winding up the affairs of the Society."

George French, *Chairman.*

In the Matter of the Cardiff Iron and Tin Plate Company Limited.

**N**OTICE is hereby given, that the creditors of the above-named Company are required, on or before the 17th day of January, 1887, 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 the undersigned John Paterson, of No. 1, Walbrook, in the city of London, Chartered Accountant, the Liquidator of the said Company, and, if so required, by notice in writing from the said Liquidator, are, 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 are proved.—Dated this 22nd day of November, 1886.

John Paterson, *Liquidator.*

The Argus Fire Insurance and Employers' Protection Corporation Limited.

**N**OTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at the office of the Liquidator, Mr. Harrington Evans Broad, of No. 1, Walbrook, in the city of London, on Thursday, the 20th day of December next, at four o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up of the above-named Company has been conducted, and the property of the Company disposed of, and hearing any explanation that may be given by the Liquidator.—Dated the 24th day of November, 1886.

H. Evans Broad, *Liquidator.*

**N**OTICE is hereby given, that the Partnership hitherto subsisting between Alfred Owen Ormond and William Hedley Collier, at No. 7A and No. 8, High-street, South Norwood, in the county of Surrey, under the style or firm of Ormond and Collier, Drapers, has been this day dissolved by mutual consent. The said Alfred Owen Ormond will receive and pay all debts owing to or by the partnership.—Dated this 1st day of November, 1886.

Alfred Owen Ormond.

William Hedley Collier.

**N**OTICE is hereby given, that the Partnership which has for some time past been carried on by Alfred Scorey and Charles William Erwood, under the firm of Scorey and Erwood, at No. 64, Hatton-garden, in the county of Middlesex, in the trade or business of Dressing-Bag Manufacturers, has been dissolved, by mutual consent, as from the 21st of October last. All debts due to and owing by the said partnership firm will be received and paid by the said Charles William Erwood, by whom the said business will in future be carried on.—Dated this 20th day of November, 1886.

Alfred Scorey.

Charles William Erwood.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Francis Whaley Clayton and Edwin Alfred Williams, carrying on business at 101, 103, and 105, Farmer's-road, Kennington, in the county of Surrey, under the firm or style of Clayton Brothers, as Mineral Water Manufacturers, has been dissolved, by mutual consent, from the 16th day of November, 1886. All debts due to or owing from the said firm will be received and paid respectively by the said Edwin Alfred Williams, who will continue to carry on the business on his own account under the same style or firm.—Dated this 25th day of November, 1886.

F. W. Clayton.

E. A. Williams.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Waddington and William Forth, carrying on business as Grocers and Drapers, at Caistor, in the county of Lincoln, under the style or firm of Waddington and Forth, has this day been dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said William Forth.—Dated this 22nd day of November, 1886.

R. Waddington.

W. Forth.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Greaves the elder, George Greaves the younger, and Harriet Wilson Meigh, carrying on business as Pawnbrokers and Clothiers, at Church-street and Market-street, Longton, in the county of Stafford, under the style or firm of Greaves and Sons, was this day dissolved by mutual consent, and that in future the business in Church-street will be carried on by the said George Greaves the elder and George Greaves the younger, who will receive and pay all debts due to and owing by the business there carried on; and that the said business in Market-street will be carried on by the said Harriet Wilson Meigh on her separate account, and she will receive and pay all debts due to and owing by the said business in Market-street.—Dated this 23rd day of November, 1886.

Geo. Greaves, *senr.*

Geo. Greaves, *junr.*

H. W. Meigh.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Astley, Joseph Astley, and Thomas Ashcroft Chandley, carrying on business as Merchants, at No. 9, High-street, in the city of Manchester, under the name, style, or firm of Astley and Chandley, is dissolved, by mutual consent, as from this day. All debts due to and owing by the late partnership will be received and discharged by the said Joseph Astley, by whom the business will in future be carried on.—Dated the 30th day of October, 1886.

James Astley.

Joseph Astley.

Thomas Ashcroft Chandley.

**N**OTICE is hereby given, that the Partnership business of Brewers' Engineers, for some time past carried on by the undersigned, John Jones Bennett, James Edward Bennett, and Thomas Philip Bennett, under the style or firm of John J. Bennett and Sons, at 167, Kingsland-road, Shoreditch, in the county of Middlesex, has been dissolved by mutual consent; and that the said business will in future be carried on by the said James Edward Bennett and Thomas Philip Bennett on their own account, under the style or firm of Bennett and Sons; and that all debts due to or owing by the said partnership will be received and paid by the said James Edward Bennett and Thomas Philip Bennett.—Dated this 22nd day of November, 1886.

John Jones Bennett.

James Edward Bennett.

Thomas Philip Bennett.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Booth and Frederick William Thomas, carrying on business at 59, Sunbridge-road, Bradford, in the county of York, as Mohair Staplers and Top Makers, under the style or firm of Booth and Thomas, has been this day dissolved by mutual consent. All debts due to or owing by the said firm will be received or paid, as the case may be, by the said Edward Booth.—Dated this 1st day of October, 1886.

*Edward Booth.*  
*F. Wm. Thomas.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Crossley, Dan Robinson, and Walton Holdsworth, carrying on business at Hob End Quarry, in Thornton, in the parish of Bradford, in the county of York, as Quarry Owners and Stone Merchants, under the style or firm of Crossley, Robinson, and Holdsworth, has this day been dissolved by mutual consent.—Dated this 23rd day of November, 1886.

*William Crossley.*  
*Dan Robinson.*  
*Walton Holdsworth.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joshua Sykes and John Hartley, carrying on business as Brace Leather Manufacturers, at Square-road, Halifax, in the county of York, under the style or firm of Sykes and Hartley, has been dissolved, by mutual consent, as from the date hereof. All debts due to and owing by the said late firm will be received and paid by the said John Hartley, by whom the said business will in future be carried on.—Dated this 22nd day of November, 1886.

*Joshua Sykes.*  
*John Hartley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Edmund Baker, Francis Joseph Webster, and Arthur Henry Battcock, carrying on the business of Solicitors and Parliamentary Agents, at No. 22, Great George-street, in the city of Westminster, under the style or firm of Baker, Webster, and Battcock, was dissolved by mutual consent, as from the 1st day of November, 1886.—Dated this 25th day of November, 1886.

*Chas. Edm. Baker.*  
*Frank J. Webster.*  
*Arthur H. Battcock.*

NOTICE is hereby given, that the Copartnership between the undersigned, Russell Taylor Barter and Frederick Cornelius Barry, in the profession of Surgeon Dentists, carried on at No. 395A, Edgware-road, in the county of Middlesex, and the Pharmacy, Merton, in the county of Surrey, was this day dissolved by mutual consent; and in future the practices will be carried on by the said Frederick Cornelius Barry, on his own separate account.—Witness our hands this 22nd day of November, 1886.

*Russell T. Barter.*  
*Frederick C. Barry.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Louisa Ellen Tyrrell and William Merryfield Tyrrell, in the businesses of Grocers, Provision Merchants, and Artificial Manure Merchants, carried on at Basingstoke, in the county of Southampton, under the style or firm of A. and W. Tyrrell, was dissolved, by mutual consent, as from the 27th day of September, 1886. The said businesses are now and will in future be carried on by the said William Merryfield Tyrrell on his own account. All debts owing to and from the said partnership will be respectively received and paid by the said William Merryfield Tyrrell.—Dated this 16th day of November, 1886.

*Louisa Ellen Tyrrell.*  
*W. M. Tyrrell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Percy Nisbet, of No. 1, Water-lane, Great Tower-street, in the city of London, Custom House Shipping and Insurance Agent and Wine Merchant, and Edward Lawrence Peel Nisbet, of No. 20, Saint Dunstan-hill, in the said city, Coffee Merchant, carrying on business as Wine Merchants and Importers, at No. 1, Water-lane aforesaid, under the firm or style of Nisbet Brothers, has been dissolved by mutual consent, as and from the 15th day of November, 1886; and that all debts due and owing to or by the aforesaid late firm will be received and paid by the said Percy Nisbet; and that in future such business will be carried on by the said Percy Nisbet alone.—As witness our hands this 23rd day of November, 1886.

*Percy Nisbet.*  
*E. L. P. Nisbet.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Starnes and Thomas Henry Harrison, carrying on business as Ironmongers and Gunsmiths, at No. 51, Week-street, Maidstone, in the county of Kent, has been dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Henry Starnes, who will continue the said business of an Ironmonger alone.—As witness our hands this 22nd day of November, 1886.

*Henry Starnes.*  
*Thomas Henry Harrison.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Maud and Adam Maud, trading together in copartnership at Spring Head Mill, Guiseley, and 6, Park-place, Leeds, both in the county of York, as Woollen Manufacturers and Merchants, under the style of J. and A. Maud, has been dissolved as on and from the 17th day of November instant. All debts owing by or payable to the said firm will be paid or received by the said Adam Maud, who will carry on the business.—As witness our hands this 20th day of November, 1886.

*Joseph Maud.*  
*Adam Maud.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Arthur William Laurence and John Rabbits Laurence, carrying on business as Aërated Water Manufacturers, at Frome, Selwood, in the county of Somerset, under the style or firm of Laurence and Co., has been dissolved, by mutual consent, as from the 11th day of October, 1886. All debts due to or owing by the said late firm will be received and paid by the said John Rabbits Laurence, who will continue the said business under the style or firm of J. R. Laurence.—As witness our hands this 22nd day of November, 1886.

*Arthur William Laurence.*  
*John Rabbits Laurence.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Beeby and William George Henton, carrying on business at Loughborough, in the county of Leicester, as Ironmongers and Coal Merchants, under the style or firm of Beeby and Henton, has been dissolved, by mutual consent, as from the 15th day of November, 1886. All debts due to and owing by the said firm will be received and paid by the said Thomas Beeby, who will in future carry on the said business on his own account.—Dated this 24th day of November, 1886.

*Thos. Beeby.*  
*W. G. Henton.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Thomas Uttley and John Dawson Ingham, carrying on business as Iron and Tin Plate Workers, at Bridge Gate, Hebden Bridge, in the county of York, or elsewhere, under the style or firm of Uttley and Ingham, has been this day dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said John Dawson Ingham.—Dated this 23rd day of November, 1886.

*John Thomas Uttley.*  
*John Dawson Ingham.*

NOTICE is hereby given, that the Partnership which has heretofore been carried on by George Lawrence Whiteing, James Nightingale, and Ernest William Robert Farebrother, under the style of Nightingale and Coy., at Great Grimsby, in the county of Lincoln, as Wood Block Flooring Manufacturers, was this day dissolved by mutual consent, and that the business will henceforth be carried on by the said George Lawrence Whiteing and Ernest William Robert Farebrother, who will receive all debts owing to and pay all debts owing by the said firm.—Dated this 23rd day of November, 1886.

*Geo. L. Whiteing.*  
*James Nightingale.*  
*Ernest William Robert Farebrother.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Bond Cocks and James Smith, carrying on business as Contractors, at Ashton-under-Lyne, in the county of Lancaster, and elsewhere, under the style or firm of Cocks and Smith, is dissolved as from the 18th day of November instant, by mutual consent. The said James Smith will henceforth carry on the said business on his own account.—Witness our hands this 11th day of November, 1886.

*Richard Bond Cocks.*  
*James Smith.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Leonard Brightwell and William Peters, under the style or firm of Peters and Brightwell, in the business of Photographers, at Wellingborough, in the county of Northampton, has been dissolved by mutual consent, as and from the 6th day of November, 1886.—Dated this 23rd day of November, 1886.

*William Peters.  
Leonard Brightwell.*

**MATTHEW WILLIAMSON WALKER, 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."

**NOTICE** is hereby given, that all creditors and persons having any claims or demands against the estate of Matthew Williamson Walker, late of Lenton-road, The Park, in the town of Nottingham, Tillage Merchant (who died on the 5th day of January last, and whose will, and one codicil thereto, were proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Nottingham, on the 17th day of November last, by John Deverill Walker, James Stedman, Mary Walker, and Joseph Walker, all of the town of Nottingham, the executors named in the said will and codicil), are hereby required to send in the particulars, in writing, of their claims and demands to the undersigned, the Solicitors for the said executors, on or before the 13th day of January, 1887, after which date the executors 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; 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 claims and demands they shall not then have had notice.—Dated this 22nd day of November, 1886.

**WATSON, WADSWORTH, and WARD, 15, Weekday-cross, Nottingham, Solicitors for the said Executors.**

**FREEMAN MURRAY, Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act further to amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all the creditors and other persons having any claims or demands against the estate of Freeman Murray, late of Belgrave-mansions, Grosvenor-gardens, in the county of Middlesex, a General in Her Majesty's Army, deceased (who died on the 14th day of April, 1885, 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 July, 1885, by Sir Emile Algernon Arthur Keppel Cowell Stepney, Bart., and Ralph Thomas Fawcett, two of the executors thereof), are hereby required to send in to Messrs. Field, Roscoe, and Co., of No. 36, Lincoln's-inn-fields, London, Solicitors for the said executors, particulars, in writing, of their claims and demands on or before the 31st day of December, 1886, at the expiration of which time the said executors will proceed to distribute the whole of the assets of the said deceased, having regard only to the claims of which they shall then have notice.—Dated this 23rd day of November, 1886.

**FIELD, ROSCOE, and CO., 36, Lincoln's-inn-fields, London.**

**ARTHUR CHARLES PLANK, Deceased.**

Pursuant to Statute 22nd and 23rd Victoria, cap. 35.

**NOTICE** is hereby given, that all persons having any claim against the estate of Arthur Charles Plank, formerly of No. 13, London-road, Charlton, Dover, in the county of Kent, but late of No. 13, Templar-street, Dover aforesaid, Chemist and Druggist, deceased (who died on 26th April, 1886, and letters of administration of whose effects, with the will annexed, were granted by the Canterbury District Registry of the Probate Division of the High Court of Justice on 25th October, 1886, to Herbert Tritton Sankey, of the city of Canterbury, Esq.), are to send particulars thereof to us, the undersigned, before the 30th January next, after which date the assets of the said deceased will be distributed, having regard only to claims of which the administrator shall then have had notice.—Dated this 19th day of November, 1886.

**SANKEYS, FLINT, and SANKEY, Canterbury, Solicitors for the Administrator.**

**DAVID THOMAS MORGAN, Esq., Deceased.**

Pursuant to the Statute 22 and 23 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 upon or against the estate of David Thomas Morgan, late of

Whips Cross, Walthamstow, in the county of Essex, Esq., deceased (who died on the 14th day of November, 1886), are hereby required to send the particulars of their debts, claims, or demands to us the undersigned, Solicitors for the executors named in the will of the said David Thomas Morgan, on or before the 11th day of December, 1886, at the expiration of which time the said executors will proceed to apply the assets of the said estate amongst 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 of whose debt, claim, or demand they shall not then have had notice.—Dated this 22nd day of November, 1886.

**J. and R. GOLE, 4, Lime-street, E.C., Solicitors for the said Executors.**

**ELLEN WHITAKER, Deceased.**

Pursuant to the Act of Parliament made and passed the 22nd and 23rd years of the reign of Her present Majesty, 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 upon or against the estate of Ellen Whitaker, late of No. 36, Abel-street, Burnley, in the County Palatine of Lancaster, Spinster, deceased (who died intestate at No. 1, Laburnum-villa, South Park, Ilford, in the county of Essex, on or about the 7th day of May, 1886, and to whose estate letters of administration were, on the 19th day of November, 1886, granted by Her Majesty's High Court of Justice, at the Principal Registry of the Probate Division thereof, to me, the undersigned, Francis Whitaker, the Solicitor for the Affairs of the Duchy of Lancaster, for the use of Her Majesty in right of Her said Duchy), are to send, in writing, the particulars of their respective debts, claims, or demands to me, the said Francis Whitaker, at the Duchy of Lancaster Office, Lancaster-place, Strand, London, on or before the 22nd day of February, 1887, at the expiration of which time the assets of the said deceased will be paid over or otherwise distributed or appropriated, having regard to the debts, claims, and demands only of which I shall then have had notice; and that I will not be liable to any person of whose debt, claim, or demand I shall not then have had notice, for such assets, or any part thereof, so paid over, distributed, or appropriated; and all persons indebted to the said estate are hereby required to pay their respective debts forthwith to me, the undersigned.—Dated this 22nd day of November, 1886.

**FRA. WHITAKER, Duchy of Lancaster Office, London, W.C., Administrator.**

Pursuant to 22 and 23 Vict., cap. 35.

**HENRY COLES, late of 135, St. Luke's-road, Birmingham, Manufacturer's Clerk, Deceased.**

**ALL** claims against this estate must be sent to me on or before 31st December, 1886, after which date the estate will be distributed by the executors.—Dated the 23rd day of November, 1886.

**THOS. H. RUSSELL, 3, Newhall-street, Birmingham, Solicitor for the Executors.**

**PERCIVAL BROADBENT, 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."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Percival Broadbent, formerly of 29, Hyde Park-square, in the county of Middlesex, and late of Davos Platz, in the Canton Grisons, in Switzerland, Esq., deceased (who died on the 16th day of July, 1886, and whose will, with two codicils thereto, was proved by Richard Ovey, Esq., one of the executors, and Mary Broadbent, Widow, the executrix named in the said will, on the 1st day of October, 1886, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in particulars of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 31st day of January next; and notice is also hereby given, that after that 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 of which they shall then have notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim they shall not then have had notice.—Dated this 23rd day of November, 1886.

**SAMUEL COPPING, 5, Godliman-street, Doctors'-commons, London, E.C., Solicitor for the said Executors.**

Sir JOHN KELK, Bart., Deceased.

Pursuant to an Act of Parliament of the 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 debts, claims, or demands against the estate of Sir John Kelk, late of Tedworth House, Hants, and of 3, Grosvenor-square, Middlesex, Bart. (who died on the 12th September, 1886, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 9th November, 1886, by Sir John William Kelk, of 3, Grosvenor-square aforesaid, Bart., and Henry Mason, of 29, Victoria-street, Westminster, Esq., the surviving executors named in the said will), are hereby required to send in particulars of their debts, claims, and demands to the said executors, at the office of their Solicitors, Messrs. Fladgate and Fladgate, at 40, Craven-street, Strand, Middlesex, on or before the 31st day of December, 1886, 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; and that the said executors 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 then have had notice.—Dated this 23rd November, 1886.

FLADGATE and FLADGATE, 40, Craven-street, Strand, Solicitors for the said Executors.

MAGDALENA LOUISA HOCKINGS, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors or other persons having any claims or demands upon or against the estate of Magdalena Louisa Hockings, late of Lymington, in the county of Hants, Spinster, deceased (who died on the 21st day of September, 1886, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of November, 1886, by John Rendall and Henry Daniell, two of the executors therein named), are hereby required to send in particulars, in writing, of their claims and demands to us the undersigned, Solicitors for the said executors, on or before the 23rd day of December next, 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 23rd day of November, 1886.

PHILLPOT, WOOD, and CALLAWAY, Cranbrook, Solicitors for the Executors.

REBECCA WESTHORN, 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."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Rebecca Westhorn, formerly of Holmehurst, Loughton, but late of Hazlehurst, Snakes-lane, Woodford, both in the county of Essex, Widow (who died on the 9th day of June, 1886, and whose will was proved by John Blin and Edward Sharman Morris, the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 9th day of November, 1886), are hereby required to send particulars, in writing, of their debts, claims, or demands to me the undersigned, as Solicitor for the said executors, on or before the 30th day of December, 1886; and notice is hereby given, that at the expiration of that time the said executors 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 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 22nd day of November, 1886.

J. W. MARSH, 2, Fen-court, Fenchurch-street, Solicitor for the said Executors.

BENJAMIN LAMB WELLS, 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."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Benjamin Lamb Wells, formerly of Chancery Buildings, Manor-street, in the borough of Kingston-upon-Hull, and of Hornsea, in the East Riding

of the county of York, but late of No. 31, Alexandra-road, in the said borough of Kingston-upon-Hull, Auctioneer, Estate Agent, and Valuer, deceased (who died on the 6th day of August, 1886, and whose will, with a codicil thereto, was proved in the York District Registry attached to the Probate Division of Her Majesty's High Court of Justice, on the 15th day of November, 1886, by Charles Frederic Wells, one of the executors in the said will named, power being reserved of making the like grant to William Appleyard Wells and Tom Stephenson, the other executors named in such will, and George Spink, the executor named in the said codicil thereto), are hereby required to send the particulars, in writing, of such claims or demands to us the undersigned, the Solicitors for the said executor, on or before the 1st day of February, 1887, after which day the said executor will proceed to distribute the assets of the said deceased among the parties respectively entitled thereto, having regard only to the claims of which he shall then have had notice, and he will not be liable for the assets so distributed to any person of whose claim he shall not then have had notice.—Dated this 24th day of November, 1886.

LEAK, TILL, and STEPHENSON, 16, Bowlalley-lane, Hull, Solicitors for the said Executor.

WILLIAM GLOSSOP, 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."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of William Glossop, late of Northumberland-avenue, in the borough of Kingston-upon-Hull, and of Endsleigh Newland, in the county of York, Maltster and Brewer, deceased (who died on the 24th day of August, 1886, and whose will, with a codicil thereto, was proved at the York District Registry attached to the Probate Division of Her Majesty's High Court of Justice on the 2nd day of November, 1886, by Susanna Winder Glossop alone, the Widow of the said deceased), are hereby required to send the particulars, in writing, of such claims or demands to us the undersigned, the Solicitors for the said executrix, on or before the 1st day of February, 1887, after which day the said executrix will proceed to distribute the assets of the said deceased among the parties respectively 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 so distributed to any person of whose claim she shall not then have had notice.—Dated this 24th day of November, 1886.

LEAK, TILL, and STEPHENSON, 16, Bowlalley-lane, Hull, Solicitors for the said Executrix.

JOHN SCURR BEADNELL, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Scurr Beadnell, late of Whitby, in the county of York, Boot and Shoe Maker (who died intestate on the 2nd day of March, 1886, and Letters of Administration of whose personal estate were granted by Her Majesty's High Court of Justice, at the District Registry attached to the Probate Division thereof at York, on the 11th day of August, 1886, to Mary Ann Beadnell, the lawful Widow and relict of the deceased), are hereby required to send the particulars of their claims or demands to me the undersigned, the Solicitor for the said administratrix, on or before the 21st day of December next, after which time the said administratrix 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 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 claims or demands she shall not then have had notice.—Dated this 22nd day of November, 1886.

MIDDLETON SMITH, Flowergate, Whitby, Solicitor for the Administratrix.

THOMAS PARKER, Deceased.

Pursuant to Statute 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Thomas Parker, late of Church Coppenhall, in the county of Chester, Farmer, deceased (who died on the 27th day of February, 1886, and whose will was proved on the 7th day of May, 1886, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by Samuel Moreton and George Ridout, the executors), are hereby required to send written particulars of such claims to the undersigned on or before the 1st day of January, 1887, after which date the assets of the deceased will be distributed by the said executors, having regard only to the claims of which they shall then have had notice.—Dated this 23rd day of November, 1886.

ROB. BYGOTT, Sandbach, Solicitor for the Executors.

**FRED EYRE, Deceased.**

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen 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 debts, claims, or demands upon or against the estate of Fred Eyre, of Belper, in the county of Derby, Innkeeper, deceased (who died on the 15th day of November, 1885, and whose will was duly proved in the Derby District Registry of the Probate Division of Her Majesty's High Court of Justice by John Barlow and Thomas Cutts on the 30th day of December, 1885), are hereby required to send in the particulars of such debts, claims, and demands to me the undersigned, Solicitor for the said John Barlow and Thomas Cutts, on or before the 31st day of December next, after which day the said John Barlow and Thomas Cutts will proceed to distribute the assets of the said Fred Eyre among the parties entitled thereto, having regard to the claims only of which they shall then have had notice; and that the said John Barlow and Thomas Cutts will not be liable for the said assets, or any part thereof, so distributed to any person or persons of whose claim they shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1886.

**JOSH. B. WALKER**, Chapel-street, Belper, Solicitor.

**THOMAS PHILLIPS DANSON, Deceased.**

Pursuant to 22 and 23 Vic., cap. 35.

**ALL** creditors and others having claims against the estate of Thomas Phillips Danson, late of 54, Merton-road, Bootle, near Liverpool, Gentleman (who died on the 11th day of August, 1886, and whose will was proved by Robert Stanley Blease, Walter Blease, James Dickson, and Grace Stewart, the executors, in the Principal Registry, on the 18th day of October, 1886), are required to send their claims to the said Robert Stanley Blease, of 8, Fenwick-street, Liverpool, before the 1st day of January next, after which date the executors will distribute the deceased's assets among the parties entitled thereto, having regard only to the claims of which they shall then have notice; nor will they be liable for any assets so distributed to any person of whose claim they shall not then have had notice.—Dated this 24th day of November, 1886.

**PAYNE and FRODSHAM**, 7, Harrington-street, Liverpool, Solicitors for the said Executors.

**Re THOMAS WINSTANLEY RIGBY, Deceased.**

Pursuant to Act of Parliament 22 and 23 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 debt, claim, or demand upon or against the estate of Thomas Winstanley Rigby, late of Barnes Green, Blackley, in the county of Lancaster, Innkeeper (who died on the 15th day of October, 1885, at Barnes Green aforesaid, and whose will was proved in the Manchester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 16th day of November, 1885, by Sarah Rigby and John Lund, the executors therein named), are required to send, in writing, particulars of their respective debts, claims, or demands to the surviving executor Mr. John Lund, at the office of the undersigned, his Solicitor, on or before the 17th day of December next, after which day the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and the said executor will not hold himself liable for the assets so distributed, or any part thereof, to any person or persons of whose claim he shall not have had notice at the time of such distribution.—Dated this 20th day of November, 1886.

**JOHN BOOTH**, 88, Mosley-street, Manchester, Solicitor for the Executor.

**FRANCIS SOWERBY, 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, intituled "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 Francis Sowerby, late of Great Grimsby, in the county of Lincoln, Esq., deceased (who died on or about the 18th day of September, 1886, and whose will was proved by the Rev. Samuel McAulay, of Scarborough, in the county of York, Wesleyan Minister, Joseph Bennett, of Louth, in the said county of Lincoln, Esq., and Henry Bowers Harrison, of the city of Manchester, Bank Clerk, three of the executors therein named, on the 16th day of November, 1886, in the Lincoln District Registry of the

Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the said Samuel McAulay, Joseph Bennett, and Henry Bowers Harrison, or to the undersigned, their Solicitor, on or before the 1st day of February, 1887; 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 22nd day of November, 1886.

**A. HAROLD RUSTON**, Chatteris, Cambridgeshire, Solicitor for the Executors.

**WILLIAM THOMAS MARKHAM, Deceased.**

Pursuant to the Act of Parliament, 22 and 23 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 upon or against the estate of William Thomas Markham, late of Cufforth Hall, in the parish of Aberford, in the county of York, and Solent Cottage, West Cowes, in the county of Southampton, Esq. (who died at Solent Cottage aforesaid on the 10th day of July, 1886, and whose will, with eight codicils thereto, was proved on the 24th day of September, 1886, in the Principal Probate Registry of the High Court of Justice, by Edwin Markham, of 82, Belgrave-road, in the county of Middlesex, Esq., a Colonel in the Royal Artillery, Francis Richard Charles Grant, of 109, Edith-road, West Kensington, in the county of Middlesex, Esq., late a Colonel in Her Majesty's Army, and Francis Markham, of Morland, Penrith, in the county of Cumberland, Esq., late a Captain in Her Majesty's Army, the executors thereof), are hereby required to send, in writing, the particulars of their claims or demands to the undersigned, the Solicitors for the said executors, on or before the 1st day of February, 1887; and notice is hereby also given, that at the expiration of the last-mentioned day the said executors will proceed to distribute the assets of the said William Thomas Markham among the parties entitled thereto, having regard only to the claims of which they have then had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said executors shall not then have had notice.—Dated this 23rd day of November, 1886.

**DAVIDSON, BURCH, and CO.**, 29, Spring-gardens, London, S.W., Solicitors for the Executors.

**MARGARET GOODRIDGE, Deceased.**

Pursuant to Act of Parliament 22 and 23 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 upon or against the estate of Margaret Goodridge, late of Saint Thomas Green, in the town and county of Haverfordwest, Spinster, deceased (who died on the 29th day of September, 1886, and whose will was proved in the District Registry of Her Majesty's High Court of Justice, at Carmarthen, on the 16th day of November, 1886, by John Dawkins, Esq., the sole executor), are hereby required to send in particulars of their claims and demands to me the undersigned, James Price, the Solicitor for the said executor, at my offices, Dew-street, Haverfordwest, on or before the 9th day of December, 1886, after which date the said executor will proceed to distribute the assets of the said deceased, having regard to those claims only of which he shall then have had notice; and the said executor will not after that time be liable for such assets, or any part thereof, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 17th day of November, 1886.

**J. PRICE**, Dew-street, Haverfordwest.

**JAMES MERCER, 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."

**NOTICE** is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of James Mercer, late of 224, Saint Ann-street, Birkenhead, in the county of Chester, Gentleman (who died on the 19th day of July, 1886, and whose will was proved by James Barbour and William Williams, the executors therein named, in the District Registry, at Chester, of the Probate Division of Her Majesty's High Court of Justice on the 5th day of August, 1886), are hereby required to send particulars, in writing, of their debts, claims, or demands to us the undersigned, as Solicitors for the said executors, on or before the 20th



day of December, 1886; and notice is hereby given, that at the expiration of that time the said executors 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 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 24th day of November, 1886.

R. B. MOORE and CO., 11, Duncan-street, Birkenhead, Solicitors for the said Executors.

ANN SEAMAN, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 claim or demand against or upon the estate of Ann Seaman, late of No. 45, Fonne-reau-road, Ipswich, in the county of Suffolk, Spinster, deceased (who died at Ipswich aforesaid on the 26th day of April, 1886, and whose will, with two codicils thereto, was proved by Fanny Keer, Frederick Stanley Seaman, and Henry Mason Jackaman, the executors therein named, on the 12th day of June, 1886, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Ipswich aforesaid), are hereby required to send the particulars of their claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 21st day of January next, at the expiration of which time the said executors will proceed to distribute the assets of the said Ann Seaman among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 22nd day of November, 1886.

JACKAMAN, SONS, and KERSEY, 37, Silent-street, Ipswich, Solicitors for the said Executors.

ROBERT PAXTON, 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."

NOTICE is hereby given, that all persons having any claims or demands against the estate of Robert Paxton, formerly of Upper Winchendon, in the county of Buckingham, Farmer, but late of Oxford-road, Abingdon, in the county of Berks, Gentleman (who died on the 28th day of June, 1886, and to whose estate letters of administration, with will annexed, were granted on the 15th day of November, 1886, by the District Registry at Oxford of the Probate Division of Her Majesty's High Court of Justice, to Henry Paxton, of Shelswell, near Bicester, Oxon., Land Agent), are hereby required to send particulars, in writing, of their claims or demands to me the undersigned, as Solicitor for the said administrator, on or before the 1st day of January, 1887, after which date the said administrator will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims of which the said administrator shall then have had notice; and the said administrator will not be liable for the assets of the said testator so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 24th day of November, 1886.

HENRY BIRCH, Thame, Oxon., Solicitor for the said Administrator.

JOHN THEOBALD, Deceased.

Pursuant to the 29th section of the Act of Parliament of the 22nd and 23rd Vict., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given to the creditors of, and all persons having any claim or demand upon or against, the estate of John Theobald, late of No. 61, Brisbane-street, Camberwell, and previously of No. 10, Crescent, Belvedere-road, Lambeth, No. 58, Westmoreland-road, Watworth, and No. 38, Samson-street, Camberwell, all in the county of Surrey, Tailor (who died on or about the 24th September, 1885, and letters of administration to whose personal estate and effects were on the 14th December, 1885, granted by the Principal Registry of the Probate Division of the High Court of Justice to Adelaide Hindmarch, of Hotham Brough, East Yorkshire), that they are hereby required to send to the said Adelaide Hindmarch, at Hotham Brough aforesaid, before the 31st day of December, 1886, written particulars of their names and addresses and of their claims and demands upon or against the said estate; and further, that upon the expiration of the last-mentioned day the said Adelaide Hindmarch will be at liberty to, and will distribute the assets of the said John Theobald

amongst the parties entitled thereto, having regard only to the claims and demands of which the said Adelaide Hindmarch has then had notice; and that the said Adelaide Hindmarch will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand the said Adelaide Hindmarch shall not have had notice at the time of such distribution.—Dated this 25th day of November, 1886.

EDWD. CHESTER, 86, Newington Butts, S.E., Solicitor for the said Administratrix.

CHARLES RUSH, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vict., cap. 35.

NOTICE is hereby given, that the creditors and all other persons having any claims or demands upon or against the estate of Charles Rush, otherwise Marten, late of Hoxne, in the county of Suffolk, Farmer, who died on the 17th day of April, 1882, at Hoxne aforesaid, and whose will, with a codicil thereto, was duly proved by Lydia Rush, of Hoxne aforesaid, the Widow and relict, and Arthur Rush, of Beccles, in the said county of Suffolk, Draper, and Charles Tacon, of Eye, in the said county of Suffolk, Solicitor, the executors therein named, in the Ipswich District Registry of the Probate Division of Her Majesty's High Court of Justice on the 30th day of August, 1882, are hereby required to send particulars of their claims or demands to me the undersigned, Charles Tacon, at my office at Eye aforesaid, on or before the 29th day of December, 1886, and that at the expiration of such time the said executors will distribute the assets of the said Charles Rush among the persons entitled thereto, having regard only to the claims and demands of which the said executors will then have had notice; and that the said executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claims or demands the said executors shall not then have had notice.—Dated this 23rd day of November, 1886.

CHARLES TACON, Eye, Suffolk, Solicitor for the said Executors.

ELIZABETH THOMAS, 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 upon or against the estate of Elizabeth Thomas, late of No. 2, Crescent-place, Plymouth, in the county of Devon, Spinster, deceased (who died on the 21st day of October, 1886, 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 6th day of November, 1886, by John Augustus Saunders and Joseph Finden Knowles, the executors thereof), are hereby required to send in particulars, in writing, of their debts, claims, and demands to us the undersigned, Solicitors for the said executors, on or before the 24th day of June, 1887, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that the said executors 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 the 19th day of November, 1886.

ROOKER, MATTHEWS, HARRISON, and MATTHEWS, Frankfort-chambers, Frankfort-street, Plymouth, Solicitors.

MARY ANN MADGIN, 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 upon or against the estate of Mary Ann Madgin, late of Mill House, Upminster, in the county of Essex, Widow, deceased (who died on the 6th of October, 1886, and whose will was proved by Agnes Jane Gandee, the sole executrix therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 28th day of October, 1886), are hereby required to send, in writing, the particulars of their claims or demands to me the undersigned, Thomas Griffiths Woollacott, Solicitor for the said executrix, on or before the 31st of January, 1887, after which day the said executrix will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice.—Dated the 23rd of November, 1886.

T. G. WOOLLACOTT, 175, Gresham House, Old Broad-street, E.C., Solicitor for the said Executrix.

**JOHN JORDAN, Deceased.**

Pursuant to the Statute 22 and 23 Vic., cap. 35.

**N**OTICE is hereby given, that all creditors and other persons having any claims against the estate of John Jordan, deceased, late of Wellesbourne, in the county of Warwick, formerly a Timber Haulier, but at the date of his death out of business (who died on the 16th day of August, 1886, and whose will was proved in the Birmingham District Registry attached to the Probate Division of the High Court of Justice on the 23rd day of September, 1886, by Edward John Charles and George Facer, the executors therein named), are hereby required to send written particulars of such claims to us, the undersigned, Solicitors for the said executors, on or before the 31st day of December, 1886, after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard to the claims only of which they shall then have had notice.—Dated this 24th day of November, 1886.

**SLATTER, SON, and GIBBS, Stratford-upon-Avon, Solicitors for the said Executors.**

**ANN PARKS, 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 Ann Parks, late of Cannington, in the county of Somerset, Widow, deceased (who died on the 22nd day of July, 1886, and whose will was proved in the Taunton District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 22nd day of November, 1886, by Ellen Sparks, wife of Henry Sparks, one of 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 executrix, on or before the 12th day of January, 1887, after which date the said executrix 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 so distributed, or any part thereof, to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 24th day of November, 1886.

**J. RUSCOMBE POOLE and SON, Bridgwater, Solicitors for the Executrix.**

**WILLIAM FOTHERGILL BATHO, Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

**N**OTICE is hereby given, that all creditors and others having any claims or demands against the estate of William Fothergill Batho, of "Timperley," Avenue Elmers, Surbiton, in the county of Surrey, and 9, Victoria-chambers, Westminster, Civil Engineer, deceased (who died on the 16th day of May, 1886, at Mont Dore, Bournemouth, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of August, 1886, by John William Henry James, of 9, Victoria-chambers, Westminster, Civil Engineer, and Stephen Alley, of Edington House, Longside, Glasgow, Engineer, the sole executors therein named), are hereby required to send in particulars of their respective claims and demands, in writing, to John William Henry James, of 9, Victoria-chambers, Westminster, S.W., on or before the 20th day of December, 1886, after which day the executors will proceed to distribute the estate of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall then have received notice; and the said executors will not be liable for the assets so distributed, or any part or parts thereof, to any person or persons of whose debts, claims, and demands they shall not then have had notice.—Dated this 24th day of November, 1886.

**J. W. H. JAMES.**

**Re The Reverend EDWARD CARR, LL.D., Deceased.**

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 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 the Rev. Edward Carr, LL.D., Clerk, Honorary Canon of Liverpool, deceased (who died on the 21st day of June, 1886, and whose will was proved in the District Registry at Liverpool of the Probate Division of Her Majesty's High Court of Justice on the 2nd day of November, 1886, by Austin Cooper Carr, the Honourable Mary Louisa Carr, and Rebecca Lucy Handcock, the executors therein named), are required to send in particulars, in writing, of their claims to the undersigned on or before the 31st day of December, 1886, after which date the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having

regard only to the claims of which they shall then have had notice; and will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 23rd day of November, 1886.

**E. W. H. THOMAS, 16, Ormskirk-street, St. Helens, Lancashire, Solicitor for the said Executors.**

**JOHN RILEY, Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

**A**LL creditors or persons having any claim or demand upon the estate of John Riley, late of Grange-lane, Accrington, in the county of Lancaster, Joiner and Builder, deceased (who died on the 16th day of January, 1883, and whose will was proved in the District Registry at Lancaster of the Probate Division of Her Majesty's High Court of Justice on the 6th day of May, 1883, by James Fielden and Bernard Stuttard, the surviving executors therein named), are hereby required to send particulars, in writing, to us, the undersigned, on or before the 20th day of December next, after which date the said James Fielden, the surviving executor, will proceed to distribute the assets of the deceased amongst the parties entitled thereto, 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 he shall not then have had notice.—Dated this 19th day of November, 1886.

**HAWORTH and BROUGHTON, 9, Union-street, Accrington, Solicitors for the said James Fielden.**

**ELEANOR SLATER, Deceased.**

Pursuant to the Statute 22 and 23 Vic., cap. 35.

**N**OTICE is hereby given, that all persons having claims against the estate of Eleanor Slater, formerly of Scales, in the parish of Aldingham, in the county of Lancaster, but late of Cragg Hall, in the parish of Millom, in the county of Cumberland, Spinster, deceased (who died on the 1st day of October, 1886, and probate of whose will was on the 15th day of November, 1886, granted by the District Registry of the Probate Division of Her Majesty's High Court of Justice at Carlisle to Edward Garnett and Abraham Garnett, the executors therein named), are on or before the 28th day of December next to send particulars of such claims to me, the undersigned, 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 this 23rd day of November, 1886.

**THOMAS BUTLER, Broughton-in-Furness and Millom, Solicitor for the said Executors.**

**Lieutenant-Colonel GEORGE NAPIER, Deceased.**

**N**OTICE is hereby given, pursuant to Sec. 29 of the Act 22 and 23 Vic., cap. 35, that all creditors or other persons having claims or demands upon the estate of George Napier, late of No. 7, Hyde-gardens, Eastbourne, in the county of Sussex, and of the East India United Service Club, No. 14, St. James-square, London, a retired Lieutenant-Colonel of Royal Artillery, deceased (who died at No. 7, Hyde-gardens, Eastbourne aforesaid, on the 19th day of July, 1886, and whose will was proved by Howard Hill, John Nicholls, and William Wilkie, the executors therein named, in the District Registry at Lewes of the Probate Division of Her Majesty's High Court of Justice, on the 9th day of November, 1886), are required, on or before the 1st day of January, 1887, to send particulars, in writing, of their respective claims or demands to Messrs. Langham and Son, of Grove-road-chambers, Eastbourne, in the county of Sussex, the Solicitors for the said executors, at their offices, Grove-road-chambers, Eastbourne aforesaid, after which day the said executors will distribute the assets of the testator amongst the parties entitled thereto, having regard only to the claims of which the said executors shall at the time of the distribution of such assets have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 20th day of November, 1886.

**LANGHAM and SON, Grove-road-chambers, Eastbourne, Solicitors for the said Executors.**

**Col. EDWARD PARRY GAMBIER, R.E., Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

**N**OTICE is hereby given, that all creditors and other persons having any claims against the estate of Edward Parry Gambier, formerly of Barrington House, Clarence-parade, Southsea, in the county of Southampton, and late of Poona, in India, a Colonel in the Royal Engineers, deceased (who died on the 14th day of October last, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 6th day of November instant, by Mrs. Mina Ruth Gambier, Widow, and Charles

Townshend Murdoch, Esq., M.P., the executors thereof), are required to send particulars of their claims to us the undersigned, the Solicitors for the said executors, on or before the 1st day of January, 1887, after which date the executors will proceed to distribute the assets of the said deceased among 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 claim they shall not have had notice.—Dated this 22nd day of November, 1886.

HOBBS and PATTISSON, 52, Lincoln's-inn-fields, London, W.C.

Miss MARGARET DOUGLAS, 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."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Margaret Douglas, late of No. 39, Abbeystreet, Bury St. Edmunds, in the county of Suffolk, Spinster, deceased (who died on the 17th day of August last, and letters of administration of whose personal estate were granted by or out of the District Registry at Bury St. Edmunds aforesaid of the Probate Division of Her Majesty's High Court of Justice, on the 11th day of November instant, to Richard Procter, of Hodge-lane, Salford, in the county of Lancaster), are hereby required to send particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said administrator, on or before the 20th day of January next; 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 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 24th day of November, 1886.

CHAS. NORTHGRAVES, 8, St. Ann's-place, Manchester, Solicitor for the said Administrator.

To R. Royce.

TAKE notice, that an Interpleader Summons has been issued of which the following is a copy:—  
In the High Court of Justice, Queen's Bench Division.  
1886, S., No. 4635.

Between Rinaldo H. Stillwell, Plaintiff, and Churchill and Sim, Defendants. R. Royce, Claimant.

Let all parties concerned attend the Master in Chambers on Tuesday, the 16th day of November, 1886, at eleven o'clock in the forenoon, on the hearing of an application on the part of the defendants, that the plaintiff and the claimant appear and state the nature and particulars of their respective claims to the moneys the subject matter of this action, and maintain or relinquish the same, and abide by such order as may be made hereon; and that, in the meantime, all further proceedings be stayed.—Dated the 9th day of November, 1886. This summons was taken out by Hollams, Son, and Coward, of Mincing-lane, E.C., Solicitors for the defendants. To the plaintiff, and to Messrs. Waltons, Bubb, and Johnson, his Solicitors, and to Mr. R. Royce, the claimant. And further take notice, that the hearing of the said summons has been adjourned until Friday, the 14th day of January next, at eleven o'clock in the forenoon, when it will be heard before the Master in Chambers, at the Central Office, Royal Courts of Justice, Strand, London, at which time and place you are required to attend.—Dated this 24th day of November, 1886.

HOLLAMS, SON, and COWARD, Mincing-lane, London, Defendants' Solicitors.

TO be sold, pursuant to a Judgment of the High Court of Justice, Chancery Division, made in an action of Leigh v. Steele, 1883, L., 1895, with the approbation of Mr. Justice North, the Judge to whom this action is attached, by Mr. Henry Walters, the person appointed by the said Judge, at the North Stafford Hotel, Stoke-upon-Trent, in the county of Stafford, on Monday, the 20th day of December, 1886, at six o'clock in the evening precisely, in six lots, the undermentioned copyhold and freehold property, namely:—

Lot 1. Five copyhold messuages known as Nos. 2, 4, 6, 8, and 10, Hulme-street, Hartshill, Stoke-upon-Trent.

Lot 2. A copyhold message known as No. 12, Hulme-street aforesaid.

Lot 3. Two copyhold messuages known as Nos. 60 and 2, High-road, Hartshill aforesaid.

Lot 4. Six freehold messuages known as Nos. 3, 5, 7, 9, 11, and 13, Cuming-street, Hartshill aforesaid.

Lot 5. A freehold message in the High-road, Hartshill aforesaid.

Lot 6. A copyhold message known as No. 3, Pump-street, Hartshill aforesaid.

Particulars and conditions of sale may be had of the Auctioneer, at his office, at Stone, in the county of Stafford; at the North Stafford Hotel, Stoke-upon-Trent; of Mr. Edward Young, Solicitor, Longton; Messrs. Keary and Marshall, Solicitors, Stoke-upon-Trent; Mr. F. C. Greenfield, Solicitor, 3, Lancaster-place, Strand, London; and Messrs. Wedlake and Letts, Solicitors, 3, Serjeants'-inn, London, E.C.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of estate of Francis Moss, deceased, and in the matter of the estate of Sarah Moss, deceased, Morritt v. Cowling, 1879, M., 427, with the approbation of the Honourable Mr. Justice North, the Judge to whom this action is attached, by Mr. John Howard, the person appointed by the said Judge, at Harker's Hotel, Saint Helen's-square, in the city of York, on Wednesday, the 15th of December, 1886, at three o'clock in the afternoon precisely, in six lots:—

The five freehold houses, Nos. 1, 4, 9, 16, and 20, South-parade, in the city of York, with a small stable and coachhouse in the yard adjoining No. 20.

Particulars and conditions of sale may be had of Messrs. Cowling, Leeds, and Swift, Mr. F. W. Calvert, Messrs. W. and C. R. Garwood, Mr. J. Holiday Smith, and Mr. Wilkinson, Solicitor, York; Messrs. Williamson, Hill, and Co., of 13, Sherborne-lane, London, Solicitors; Messrs. Iliffe and Co., 2, Bedford-row, London, Solicitors; Messrs. Helder and Roberts, 2, Verulam-buildings, Gray's-inn, London, Solicitors; or of the Auctioneer.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of Thomas Lancaster, deceased, and in an action, John Burnett Hamilton against Elizabeth Maria Smith, wife of Frederick Smith, the creditors of Thomas Lancaster, late of No. 95, Wellington-road, Forest Gate, in the county of Essex, Retired Publican, who died in or about the month of August, 1886, are, on or before the 1st day of January, 1887, to send by post, prepaid, to Messrs. Crosse and Sons, of No. 7, Lancaster-place, Strand, in the county of Middlesex, the Solicitors of the said Elizabeth Maria Smith, the administratrix of the said Thomas Lancaster, deceased, their Christian and surname, 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 Judgment. Every creditor holding any security is to produce the same before the Honourable Mr. Justice Kay, at his chambers, situate at the Royal Courts of Justice, Strand, Middlesex, on Friday, the 14th day of January, 1887, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1886.

CROSSE and SONS, 7, Lancaster-place, Strand, W.C., Solicitors for the Plaintiff.

Re Andrew Dunn, Deceased.

PURSUANT to a Judgment of the High Court of Justice, made in the matter of the estate of Andrew Dunn, deceased, and in a cause of Caine and others against Hawkins and others, 1886, D., No. 1016, the creditors of Andrew Dunn, late of No. 35, Guilford-road, South Lambeth, in the county of Surrey, Iron Merchant, deceased, who died in or about the month of October, 1885, are, on or before the 23rd day of December, 1886, to send by post, prepaid, to Messrs. Hicklin, Washington, and Pasmore, at the address below mentioned, the Solicitors for the defendants, the executors of the deceased, 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 Judgment. Every creditor holding any security is to produce the same before Mr. Justice Chitty, at his chambers, at the Royal Courts of Justice, Strand, Middlesex, on the 7th day of January, 1887, at eleven of the clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated the 23rd day of November, 1886.

HICKLIN, WASHINGTON, and PASMORE, of 1, Trinity-square, Southwark, Solicitors for the Defendants.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of John Priestley, deceased, and in an action of Ann Hood against Luke Priestley, 1886, P., 748, the creditors of John Priestley, late of Wibsey, in the parish of Wibsey, in the county of York, who died in or about the month of June, 1884, are, on or before the 31st day of December, 1886, to send, by post, prepaid, to Mr.

Arthur Morris, I, Ivegate, Bradford aforesaid, the Solicitor of the plaintiff, one of the executors of the said John Priestley, 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 they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice North, at his chambers, the Royal Courts of Justice, London, on the 14th day of January, 1887, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 19th day of November, 1886.

PITMAN and SONS, 11, Queen Victoria-street, London; Agents for  
ARTHUR MORRIS, of Bradford, Yorkshire,  
Solicitor for the Plaintiff.

#### COUNTY COURTS' JURISDICTION.

**P**URSUANT to an Order of the County Court of Dorsetshire, holden at Shaftesbury, made in an action Mary Ann Ridout against Emma Ridout, the creditors of, or claimants against, the estate of George Ridout, late of Stour Provost in the county of Dorset, Shoemaker, who died in or about the month of January, 1886, are, on or before the 11th day of December, 1886, to send by post, prepaid, to the Registrar of the County Court of Dorsetshire, holden at Shaftesbury, 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. In default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 18th day of December, 1886, at eleven o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 22nd day of November, 1886.

WM. E. BURRIDGE, Registrar.

#### Re George Moss.

In the Matter of a Deed of Assignment for the Benefit of Creditors, generally executed by George Moss, of 54, South Hill-road, Liverpool, and also of Oxford and Queenstown, Contractor.

**N**OTICE is hereby given, that by indenture, dated the 9th day of August, 1886, the above-named George Moss, since deceased, assigned all his real and personal estate and effects to George Mahon, of 26, North John-street, Liverpool, Chartered Accountant, as Trustee for the benefit of creditors generally. All persons having in their possession any of the effects of the said George Moss are hereby required forthwith to deliver up the same to the said Trustee, and all debts due to the said George Moss must be paid to the said Trustee. Creditors who have not yet sent in their claims to the said Trustee are hereby required to send in particulars thereof to the said Trustee, at 26, North John-street aforesaid, on or before the 6th day of December next, otherwise they will be excluded from the benefit of the Dividend which it is intended to declare.—Dated this 15th day of November, 1886.

PRIDE and DODGSON, 26, North John-street, Liverpool, Solicitors for the Trustee.

#### The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

**A** FOURTH and Final Dividend of 6½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of James Duguid, Henry Peter Duguid, Edmund Duguid, and William Francis Duguid, carrying on business at Liverpool, in the county of Lancaster, and at Buenos Ayres and Rosario, in the Argentine Republic, South America, and at Monte Video, in the Republic of Uruguay, in South America, as General Merchants, under the style or firm of Thomas Duguid and Co., the said James Duguid and Edmund Duguid also carrying on business with one Manuel Lawson, at Liverpool aforesaid, and at Valparaiso, in the Republic of Chili, in South America, as General Merchants, under the same style or firm of Thomas Duguid and Co., and will be paid by me, at my offices, Lisbon-buildings, 35, Victoria-street, Liverpool, in the county of Lancaster, on and after Wednesday, the 24th day of November, 1886.—Dated this 19th day of November, 1886.

FRED. GITTINS, Official Receiver in Bankruptcy and Trustee.

#### The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle-upon-Tyne.

In a Matter of a Special Resolution for Liquidation of the affairs of Annie Warburton and Agnes Leighton, both of No. 1, Pilgrim-street, in the city and county of Newcastle-upon-Tyne, trading together in copartnership under the firm of Warburton and Leighton, as Booksellers and Fancy Goods Stationers, and both previously residing in furnished lodgings at No. 3, Saint Thomas-street, Newcastle-upon-Tyne aforesaid.

**A** GENERAL Meeting of the Creditors of the above-named Annie Warburton and Agnes Leighton will be held at my office, 57A, Westgate-road, Newcastle-upon-Tyne, on Wednesday, the 1st day of December, 1886, at half-past two o'clock in the afternoon, for the purpose of auditing and passing Trustee's accounts, closing the liquidation, and granting the release of Trustee and discharge of debtors.

CHARLES G. HOYLE, Trustee.

#### The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle-upon-Tyne.

In a Matter of a Special Resolution for Liquidation of the affairs of Annie Warburton and Agnes Leighton, both of No. 1, Pilgrim-street, in the city and county of Newcastle-upon-Tyne, trading together in copartnership under the firm of Warburton and Leighton, as Booksellers and Fancy Goods Stationers, and both previously residing in furnished lodgings, at No. 3, Saint Thomas-street, Newcastle-upon-Tyne aforesaid.

In the Separate Estate of the above-named Agnes Leighton.

**A** GENERAL Meeting of the Creditors of the above-named Agnes Leighton will be held at my office, 57A, Westgate-road, Newcastle-upon-Tyne, on Wednesday, the 1st day of December, 1886, at half-past two in the afternoon, for the purpose of auditing and passing Trustee's accounts, closing the liquidation, and granting the release of Trustee and discharge of debtors.

CHARLES G. HOYLE, Trustee.

#### The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Benjamin Furness, of Stanley Lane End, near Wakefield, in the county of York, Grocer and Provision Dealer.

**T**HE creditors of the above-named Benjamin Furness who have not already proved their debts, are required, on or before the 6th day of December, 1886, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Hayes, of No. 7, Barstow-square, Wakefield, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1886.

THOS. HAYES, Trustee.

#### The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol.

In the Matter of Albert Stone, of No. 26, Berkeley-square and 10 and 11, Queen's-road, all in the city and county of Bristol, Draper, adjudicated Bankrupt on the 17th day of December, 1883.

**W**HEREAS notices of the intention to declare, and of the declaration of the Second Dividend of 2s. in the pound herein, which has been paid, were not duly inserted in the London Gazette prior to the payment of such Dividend, notice is hereby given, that any creditors who have not proved their debts by the 7th day of December, 1886, will be excluded from the benefit of the said Dividend.—Dated this 24th day of November, 1886.

S. TRYON, Trustee.

#### The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

In the Matter of John George Engelhardt, of 92, Marchmont-street, Burton-crescent, in the county of Middlesex, Baker, a Bankrupt.

Before Mr. Registrar Brougham.

**U**PON reading a report of the Trustee of the property of the bankrupt, dated the 31st day of December, 1884, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend to the amount of one penny in the pound has been paid, as shown by the statement hereto annexed, and in the joint opinion of himself and the Committee of Inspection, it is desirable to close the bankruptcy. Now, upon hearing Mr. H. E. Knight, the Trustee, and reading the affidavit of F. W. Taylor, sworn

the 2nd day of November, 1886, and the report of the Official Assignee, dated the 2nd day of November, 1886, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of the creditors, and a dividend to the amount of one penny in the pound has been paid, doth order and declare that the bankruptcy of the said John George Engelhardt has closed.—Given under the Seal of the Court this 19th day of November, 1886.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at St. Albans.

In the Matter of William Hussey, of Crown-street and Green Hill, Harrow, in the county of Middlesex, Builder and Stone Mason, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 3rd day of June, 1886, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and that a dividend to the amount of four pence in the pound has been paid on ordinary claims, and twenty shillings in the pound on preference claims, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and that a dividend to the amount of four pence in the pound has been paid on ordinary claims, and twenty shillings in the pound on preference claims, doth order and declare that the bankruptcy of the said William Hussey has closed.—Given under the Seal of the Court this 29th day of October, 1886.

THE estates of William Weatherhead, Farmer and Innkeeper, Whiteburn, in the parish of Westruther, and county of Berwick, were sequestered on the 19th day of November, 1886, by the Court of Session.

The first deliverance is dated 19th November, 1886.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Wednesday, the 1st day of December, 1886, within the Black Bull Inn, in Lauder.

A composition may be offered at this meeting, and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March, 1887.

The sequestration has been remitted to the Sheriff of Roxburgh, Berwick, and Selkirk at Duns.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WHIGHEAM and COWAN, S.S.C., Agents,  
1, George-street, Edinburgh.

THE estates of Peter Stratz, Wholesale Watch and Clock Dealer, lately at 86, South Bridge, now at 13, Bank-street, Edinburgh, were sequestered on the 20th day of November, 1886, by the Sheriff of the Lothians and Peebles at Edinburgh.

The first deliverance is dated the 20th day of November, 1886.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, P.M., on Thursday, the 2nd day of December, 1886, within Messrs. Lyon and Turnbull's Rooms, No. 51, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March, 1887.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

D. HILL MURRAY, Solicitor, Agent,  
13, Frederick-street, Edinburgh.

THE estates of David Doig, sometime residing at 276, Dumbarton-road, Glasgow, now Hotel Keeper, Commercial Hotel, Kilwinning, Ayrshire, were sequestered on the 24th day of November, 1886, by the Court of Session.

The first deliverance is dated 24th November, 1886.

The meeting to elect the Trustee and Commissioners

is to be held at twelve o'clock, noon, on Friday, the 3rd day of November, 1886, within the George Hotel, Kilmarnock.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 24th day of March, 1887.

The sequestration has been remitted to the Sheriff of Ayrshire at-Kilmarnock.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

STURROCK and GRAHAM, W.S.,  
7, Hill-street, Edinburgh, Agents.

The Bankruptcy Act, 1883.

In the County Court of Warwickshire, holden at Birmingham.

In Bankruptcy. No. 141 of 1886.

In the Matter of a Bankruptcy Petition filed the 23rd day of November, 1886.

To John Freeman, of 199, Long-acre, Nechells, Birmingham, in the county of Warwick, Builder.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by J. Derrington and Sons, of Dartmouth-street, Birmingham, in the county of Warwick, Brick Merchants, and the Court has ordered that the publication of this notice in the London Gazette and in the Birmingham Daily Post newspaper shall be deemed to be service of the petition upon you; and further take notice, that the said petition will be heard at this Court, on the 1st day of December, at two o'clock in the afternoon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence. The petition can be inspected by you on application at this Court.—Dated this 23rd day of November, 1886.

EDWIN PARRY, Registrar.

The Bankruptcy Act, 1883.

In the County Court of Yorkshire, holden at Dewsbury.

In Bankruptcy. No. 56 of 1886.

Re Ormond Exley and William Exley, Tailors and Out-fitters, trading as Exley Brothers, at Heckmondwike, Yorkshire.

NOTICE is hereby given, that there being in the hands of the Trustee in the above bankruptcy a surplus estimated at £5 18s. 5d., arising from the separate estate of Ormond Exley, one of the bankrupts, and there being no separate creditors of such bankrupt, it is the intention of such Trustee, at the expiration of fourteen days from the appearance of this notice in the Gazette, to transfer such surplus to the credit of the joint estate in the said bankruptcy.—Dated this 24th day of November, 1886.

J. A. DEANE, Official Receiver and Trustee, Bank-chambers, Batley.

The Bankruptcy Act, 1883.

In the County Court of Yorkshire, holden at Dewsbury.

In Bankruptcy. No. 56 of 1886.

Re Ormond Exley and William Exley, Tailors and Out-fitters, trading as Exley Brothers, at Heckmondwike, Yorkshire.

NOTICE is hereby given, that there being in the hands of the Trustee in the above bankruptcy a surplus estimated at £4 9s. 8d., arising from the separate estate of William Exley, one of the bankrupts, and there being no separate creditors of such bankrupt, it is the intention of such Trustee, at the expiration of fourteen days from the appearance of this notice in the Gazette, to transfer such surplus to the credit of the joint estate in the said bankruptcy.—Dated this 24th day of November, 1886.

J. A. DEANE, Official Receiver and Trustee, Bank-chambers, Batley.

# THE BANKRUPTCY ACT, 1883.

## RECEIVING ORDERS.

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4379	Barnard, Alfred (trading as Ferris and Co.)	49, Fleet-street, London, and residing at 13, Park-road, New Cross, Kent	Advertising Agent and Contractor, and Vendor of Ferris's Persian Food	High Court of Justice in Bankruptcy	1242 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4380	Bassett, James ... ..	1, St. Stephen's-villas, Coverdale-road, Uxbridge-road, Middlesex	Gentleman ... ..	High Court of Justice in Bankruptcy	1133 of 1886	Nov. 23, 1886	Oct. 22, 1886	Creditor's ...	Section 4-1 (G.)
4381	Durant, Luke Leo ... ..	Residing at 481, Old Kent-road, and trading at 84 and 86, Southwark-street, Southwark, both in Surrey	Hardware Merchant ... ..	High Court of Justice in Bankruptcy	1235 of 1886	Nov. 23, 1886	Nov. 19, 1886	Creditor's ...	Section 4-1 (F.)
4382	Frank, E. (trading as E. Frank and Co.)	46 and 47, Redcross-street, London, and 18, Marquess-road, Canonbury, Middlesex	Fancy Goods Importer ... ..	High Court of Justice in Bankruptcy	1180 of 1886	Nov. 24, 1886	Nov. 8, 1886	Creditor's ...	Section 4-1 (A.)
4383	Jacobowicz, Fabian ... ..	41, Milner-square, Islington, late 87, Lordship-park, Stoke Newington, both in Middlesex	Diamond Merchant ... ..	High Court of Justice in Bankruptcy	1132 of 1886	Nov. 24, 1886	Oct. 22, 1886	Creditor's ...	Section 4-1 (G.)
4384	Law, Henry ... ..	Residing at 5, Queen Anne's-gate, and carrying on business at 5 and 46, Queen Anne's-gate, Westminster	Civil Engineer, a partner in the firm of Law and Chatterton, of the same place, Civil Engineers	High Court of Justice in Bankruptcy	1246 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4385	Cowley, Henry ... ..	Allington, near Chippenham, Wiltshire ... ..	Agricultural Machine Proprietor.	Bath ... ..	17 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4386	Hurt, Charles William (trading as Hurt and Son)	Residing at Overdale House, Birchfield, parish of Handsworth, Staffordshire, and trading at the Masonic-buildings, New-street, Birmingham, Warwickshire	Jeweller ... ..	Birmingham ... ..	140 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4387	Stone, William ... ..	Residing at 1, Wortley-place, Beach-street, Ladywood, Birmingham, Warwickshire, trading at 105, Hospital-street, Birmingham, and recently also trading at 39, Icknield Port-road, Birmingham	Grocer and Provision Dealer	Birmingham ... ..	142 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4388	Stevens, Jesse ... ..	Smarden, Kent ... ..	Farmer ... ..	Canterbury ... ..	72 of 1886	Nov. 24, 1886	Nov. 23, 1886	Debtor's	

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4889	Holehouse, Tom, and Holehouse, William (trading as T. and W. Holehouse) ...	28, Packer's-row and 2, Knifesmith-gate, both in Chesterfield, Derbyshire	Bootmakers and Leather Cutters	Chesterfield...	8 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4890	Walker, John ...	Priest Cliff, Taddington, Derbyshire ...	Farmer ...	Derby ...	27 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4891	Clemerson, Henry ...	Ilkeston, Derbyshire ...	Painter, Paper Hanger, and Furniture Dealer	Derby ...	28 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4892	Makepeace, William Henry	8, South Quay and 28, Broad-row, both in Great Yarmouth, Norfolk	Tailor and Outfitter, and Smack and Fishing Boat Owner	Great Yarmouth ...	56 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4893	Taylor, John Richard ...	3, Vanbrugh Park-road West, Blackheath, Kent ...	Late Manager of a Newspaper	Greenwich ...	34 of 1886	Nov. 23, 1886	Oct. 26, 1886	Creditor's ...	Section 4-1 (G.)
4894	Trevillion, C. H. ...	39, Lewisham-road, Kent ...	Glass Dealer ...	Greenwich ...	37 of 1886	Nov. 23, 1886	Nov. 5, 1886	Creditor's ...	Section 4-1 (E.)
4895	Coleman, John ...	Float Farm, Udimore, Sussex ...	Farmer ...	Hastings ...	28 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4896	Kershaw, Wright ...	22, Somerset-street and lately 4, Beecroft-street, both in Kingston-upon-Hull	Mineral Water Manufacturer	Kingston-upon-Hull	44 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4897	Eady, George ...	Residing at 103, Granby-street, and trading at 103, Granby-street and 1, Richmond-street, Liverpool, Lancashire	Boot and Shoe Dealer ...	Liverpool ...	150 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4898	Green, Stewart, and Co. (also trading as Gilbert H. Green and Co.)	11, Rumford-street, Liverpool, Lancashire, also trading at New Orleans and Galveston	Merchants ...	Liverpool ...	147 of 1886	Nov. 23, 1886	Nov. 11, 1886	Creditor's ...	Section 4 (H.)
4899	Griffiths, Eliza ...	Lately residing at 88, White Rock-street, Liverpool, and trading separately from her Husband, at 19, Queen-square, Liverpool, Lancashire	Fruit Dealer, Wife of William Griffiths	Liverpool ...	149 of 1886	Nov. 23, 1886	Nov. 19, 1886	Creditor's ...	Section 4 (D.)

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4400	Sharp, Thomas ... ..	Residing at 29, West-parade and trading at 16, Clayton-street, both in Newcastle-on-Tyne	Painter, Decorator, and Paper Hanger	Newcastle-on-Tyne...	111 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4401	Gellender, James William	14, Bellegrave West and 98, Grey-street, both in Newcastle-on-Tyne	Florist, Fruit, and Italian Warehouseman	Newcastle-on-Tyne...	112 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4402	Cook, Henry ... ..	Alvington, near Carisbrooke, Isle of Wight ... ..	Brickmaker and Dairy-man	Newport and Ryde...	24 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4403	Dyer, William James ... ..	42, Upper St. James-street, Newport, Isle of Wight, lately 140, High-street, Newport	Coachmaker, lately Tobaccoconist and Coach-maker	Newport and Ryde...	23 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4404	Bayford, Alfred ... ..	Westwick, Yorkshire... ..	Farmer ... ..	Northallerton ... ..	21 of 1886	Nov. 24, 1886	Nov. 23, 1886	Debtor's	
4405	Brown, William ... ..	12, Chapel-bar, Nottingham ... ..	Fruiterer ... ..	Nottingham ... ..	104 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4406	Dawson, Herbert ... ..	82, Leeming-street, Mansfield, Nottinghamshire...	Saddler and Harness Maker	Nottingham ... ..	106 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4407	Gregory, John ... ..	Guthrie-street, Radford, recently 41, Dame Agnes-street, and formerly the Raven Inn, Rawson-street, New Basford, all in Nottingham	Traveller, formerly Licensed Victualler	Nottingham ... ..	101 of 1886	Nov. 20, 1886	Nov. 20, 1886	Debtor's	
4408	Fembleton, Samuel ... ..	Gedling-road, Arnold, Nottinghamshire, and 16, Albert-street, Nottingham	Hosier ... ..	Nottingham ... ..	105 of 1886	Nov. 23, 1886	Nov. 23, 1886	Debtor's	
4409	Stocks, Alfred ... .. and Hickingbotham, Robert... (trading as Stocks and Hickingbotham)	Lately 29, Wilford-road, now 11, Sunny-terrace, Ryeland-crescent, the Meadows, both in Nottingham 20, Bathley-street, Nottingham 4, Crocus-street, Nottingham ... ..	Formerly Grocer and Provision Dealer Joiners and Builders ... ..	Nottingham ... ..	103 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4410	Taylor, George Henry, and Taylor, Allen ... .. (trading as George Taylor and Sons)	170, Arkwright-street, Nottingham Sherwood Villa, Loughborough-road, West Bridgford, Nottinghamshire Arkwright Mills, Bell-street, Nottingham... ..	Spinners ... ..	Nottingham ... ..	102 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	



No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4411	Cooper, Walter ... ..	Little Whyte, Ramsey, Huntingdonshire ... ..	Baker and Confectioner...	Peterborough ... ..	26 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4412	Rouse, John Morris, and Clarke, Edward (trading as Rouse and Clarke) ... ..	High-street, Stamford, Lincolnshire ... ..	Builders and Contractors	Peterborough ... ..	27 of 1886	Nov. 24, 1886	Nov. 23, 1886	Debtor's	
4413	Evans, Enoch ... ..	177, High-street Treorkey, Glamorganshire ... ..	Grocer and Draper ... ..	Pontypridd ... ..	44 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4414	Budden, George Edward	235, Lake-road, Landport, Hampshire ... ..	Bootseller... ..	Portsmouth ... ..	28 of 1886	Nov. 17, 1886	Nov. 17, 1886	Debtor's	
4415	Hopkins, Henry, and Hardy, Levi ... ..	Fossbrooke, Bourne Valley, Dorsetshire Heatherland Village, Parkstone, Dorsetshire Trading at St. Michael's-rise, Bournemouth, Hampshire	Builders ... ..	Poole... ..	30 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4416	Thorne, William... ..	36, Holdenhurst-road, Bournemouth, Hampshire	Ironmonger ... ..	Poole... ..	27 of 1886	Nov. 22, 1886	Nov. 8, 1886...	Creditor's ...	Section 4-1 (G.)
4417	Bradley, George ... ..	54, Eccles New-road, Salford, Lancashire... ..	Auctioneer, Tea Dealer, and Collector	Salford ... ..	36 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4418	Tanton, John ... ..	Late Bessingby, Yorkshire, present address unknown	Farmer ... ..	Scarborough... ..	14 of 1886	Nov. 24, 1886	Nov. 1, 1886...	Creditor's ...	Section 4-1 (D.)
4419	Littlewood, George Fre- derick	The 'Old Harrow Inn, Broad-street, and Milton Works, Milton-street, both in Sheffield, York- shire	Licensed Victualler and Cutlery Manufacturer	Sheffield ... ..	77 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4420	Parker, David ... ..	Jarvis Brook, Rotherfield, Sussex ... ..	Grocer and Draper ... ..	Tonbridge Wells ... ..	15 of 1886	Nov. 23, 1886	Nov. 23, 1886	Creditor's ...	Section 4-1 (F.)
4421	Cronin, John Joseph (otherwise John Cronin)	11, Causeway-head, Penzance, Cornwall ... ..	Boot and Shoe Maker ... ..	Truro ... ..	87 of 1886	Nov. 23, 1886	Nov. 18, 1886	Creditor's	Section 4-1 (A.)
4422	Brawn, James ... ..	Ponesfields, parish of St. Chad, Lichfield ... ..	Farmer and Timber Dealer	Walsall ... ..	34 of 1886	Nov. 24, 1886	Nov. 23, 1886	Debtor's	

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4423	Peters, William Henry ...	Cheddar, Somersetshire ... ..	Coal Merchant and Road Contractor	Wells... ..	9 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4424	Smith, William Shalden	Overbury, Alton, Hampshire ... ..	A Major in Her Majesty's 3rd Battalion Hants Regiment	Winchester ... ..	12 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4425	Hodges, William Henry	Rushall, parish of Much Marcle, Herefordshire ...	Blacksmith ... ..	Worcester ... ..	47 of 1886	Nov. 24, 1886	Nov. 24, 1886	Debtor's	
4426	Pearson, Robert ... ..	Walton, Yorkshire ... ..	Joiner, Wheelwright, and Farmer	York ... ..	40 of 1886	Nov. 22, 1886	Nov. 22, 1886	Debtor's	
4284	Akerman, Thomas Armill	The Old Crown House, 186, Deritend, Birmingham, Warwickshire	Baker and Confectioner	Birmingham ... ..	137 of 1886	Nov. 17, 1886	Nov. 17, 1886	Debtor's	

*The following Amended Notice is substituted for that published in the London Gazette of the 19th November, 1886.*

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.
Bagot, Arthur Greville	The Army and Navy Club, Pall Mall	Gentleman ...	High Court of Justice Bankruptcy	897 of 1886	Dec. 3, 1886 ...	12 noon	33, Carey-street, Lincoln's-inn, London	Dec. 15, 1886	11.30 A.M.	34, Lincoln's-inn-fields, London	Nov. 12, 1886
King, Sarah ...	235, Upper-street, Islington	Livery Stable Keeper, Widow	High Court of Justice Bankruptcy	1139 of 1886	Dec. 3, 1886 ...	12 noon	Bankruptcy - buildings, High Court of Justice, Portugal-street, Lincoln's-inn, London	Dec. 9, 1886 ...	11.30 A.M.	34, Lincoln's-inn-fields, London	
Till, William Mace ...	The Potteries, Romany-road, West Norwood, and 25, Park-road, West Dulwich, both in Surrey	Horticultural Potter	High Court of Justice Bankruptcy	1199 of 1886	Dec. 3, 1886 ...	11 A.M.	33, Carey-street, Lincoln's-inn, London	Dec. 21, 1886	11.30 A.M.	34, Lincoln's-inn-fields, London	
Bowles, William ...	Quoiting-square and Oakengrove Farm, both in the parish of Great Malvern, Buckinghamshire	Fruiterer and Farmer	Aylesbury ...	21 of 1886	Dec. 8, 1886 ...	11 A.M.	County Court Office, Aylesbury	Dec. 8, 1886 ...	11.30 A.M.	County Hall, Aylesbury	Nov. 18, 1886
Cowley, Henry ...	Allington, near Chippenham, Wiltshire	Agricultural Machine Proprietor	Bath ...	17 of 1886	Dec. 6, 1886 ...	11.45 A.M.	Offices of Mr. R. H. Moore, High Bailiff, County Court, York-street, Bath	Dec. 16, 1886	11.30 A.M.	Guildhall, Bath	
Akerman, Thomas Armill	The Old Crown House, 136, Deritend, Birmingham, Warwickshire	Baker and Confectioner	Birmingham ...	137 of 1886	Dec. 10, 1886	11 A.M.	Offices of Luke Jesson Sharp, Official Receiver, Birmingham	Dec. 22, 1886	2 P.M.	Court - house, Corporation - street, Birmingham	Nov. 18, 1886
Binns, George Edward (trading as George Binns)	44, Well-street and 143, Kensington-street, Bradford	Tailor ...	Bradford ...	76 of 1886	Dec. 3, 1886 ...	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 7, 1886 ...	12 noon	County Court, Manor - row, Bradford	Nov. 20, 1886
Springate, Henry ...	3, Bank-buildings, Burgess Hill, Sussex	Corn Dealer ...	Brighton ...	92 of 1886	Dec. 7, 1886 ...	11 A.M.	Bankruptcy - buildings, Portugal-street, Lincoln's-inn, London	Dec. 16, 1886	11 A.M.	Court - house, Church-street, Brighton	
Allen, Alice ...	8, Queen's-parade, Brandon-hill, and 45, College-green, Bristol	Portmanteau and Trunk Manufacturer	Bristol ...	67 of 1886	Dec. 4, 1886 ...	12 noon	Offices of the Official Receiver, Bank-chambers, Bristol	Dec. 17, 1886	12 noon	Guildhall, Bristol	

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THE LONDON GAZETTE, NOVEMBER 26, 1886

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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.
Jones, Charles ...	23, Castle-street, Cardiff, Glamorganshire, lately residing at 28, Bute-terrace, Cardiff	Hairdresser ...	Cardiff ...	65 of 1886	Dec. 4, 1886 ...	11 A.M.	Office of the Official Receiver, 3, Crockherbtown, Cardiff	Nov. 30, 1886	10.30 A.M.	Townhall, Cardiff	Nov. 20, 1886
Kinsey, Edward ...	Custom House-street, Cardiff, Glamorganshire, residing at Gloucester-street, Cardiff	Grocer ...	Cardiff ...	61 of 1886	Dec. 4, 1886	12 noon	Office of the Official Receiver, 3, Crockherbtown, Cardiff	Nov. 30, 1886	10.30 A.M.	Townhall, Cardiff	Nov. 20, 1886
Rowe, William ...	22, Moira-terrace, Cardiff, Glamorganshire	Glass and China Dealer	Cardiff ...	64 of 1886	Dec. 4, 1886	11.30 A.M.	Office of the Official Receiver, 3, Crockherbtown, Cardiff	Nov. 30, 1886	10.30 A.M.	Townhall, Cardiff	Nov. 9, 1886
Griffiths, John ...	Penlan and Tawcwm, Gartheli, Cardiganshire	Farmer ...	Carmarthen ...	25 of 1886	Dec. 3, 1886	12 noon	Black Lion Hotel, Lampeter	Dec. 9, 1886 ...	12 noon	Guildhall, Carmarthen	
Gamlen, William Gould Burland (part of the time trading as Gamlen Brothers)	Lately residing at 95, High-street, Cheltenham, and trading at 95, High-street, Cheltenham, at the Wheat-sheaf, Tewkesbury, and at the George Hotel, Winchcomb, all in Gloucestershire, formerly residing and trading at 32, Bernard-street, Southampton	Outfitter ...	Cheltenham ...	17 of 1886	Dec. 4, 1886	3.30 P.M.	County Court, Cheltenham	Jan. 6, 1887	12 noon	County Court, Cheltenham	
Clemerson, Henry ...	Ilkeston, Derbyshire ...	Painter and Paper Hanger, and Furniture Dealer	Derby ...	23 of 1886	Dec. 6, 1886	12 noon	Official Receiver's Offices, St. James's-chambers, Derby	Dec. 21, 1886	11 A.M.	County Derby Hall,	Nov. 24, 1886
Walker, John ...	Priest, Cliff, Taddington, Derbyshire	Farmer ...	Derby ...	27 of 1886	Dec. 4, 1886	2 P.M.	Rutland Arms Hotel, Bakewell	Dec. 21, 1886	11 A.M.	County Derby Hall,	Nov. 24, 1886
Armitage, Henry ...	Church-street, Heckmond-wike, Yorkshire	Wool and Waste Dealer	Dewsbury ...	59 of 1886	Dec. 3, 1886	4 P.M.	Official Receiver's Offices, Bank-chambers, Batley	Dec. 21, 1886	12 noon	County Court-house, Dewsbury	
Oldroyd, Joseph ...	Late Market-place, Dewsbury, now Earlsheaton, near Dewsbury, Yorkshire	Late Butcher, now out of business	Dewsbury ...	58 of 1886	Dec. 3, 1886	3 P.M.	Official Receiver's Offices, Bank-chambers, Batley	Dec. 21, 1886	12 noon	County Court-house, Dewsbury	
Temple, John ...	Shaldon, lately 3, Gloucester-road, Teignmouth, both in Devonshire	Shipowner and Coal Merchant	Exeter ...	54 of 1886	Dec. 4, 1886	1 P.M.	London Hotel, Teignmouth	Dec. 9, 1886	11 A.M.	Castle of Exeter, Exeter	

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.
Packard, Daniel ...	Stutton, Suffolk ... ..	Farmer ... ..	Ipswich ... ..	29 of 1886	Dec. 3, 1886	12 noon	Offices of the Official Receiver, 2, West-gate-street, Ipswich	Dec. 16, 1886	11.30 A.M.	Shirehall, Ipswich	
Edwards, William ...	Broadwaters, Kidderminster, Worcestershire	Miller ... ..	Kidderminster ...	17 of 1886	Dec. 3, 1886 ...	2.30 P.M.	Office of Mr. A. S. Thursfield, Solicitor, Kidderminster	Dec. 3, 1886 ...	3 P.M.	Townhall, Kidderminster	Nov. 12, 1886
Donald, David ...	8, Victoria-terrace, Victoria-road, Surbiton, Surrey	Baker and Confectioner	Kingston, Surrey	28 of 1886	Dec. 3, 1886 ...	11 A.M.	28 and 29, St. Swithin's-lane, London, E.C.	Dec. 10, 1886	4.30 P.M.	County Court, Kingston, Surrey	
Ainsley, Andrew ...	3, Venetian-place, Institution-street, Leeds, Yorkshire	Builder ... ..	Leeds ... ..	95 of 1886	Dec. 3, 1886 ...	12 noon	Official Receiver's Office, 22, Park-row, Leeds	Dec. 14, 1886	11 A.M.	County Court-house, Leeds	Nov. 19, 1886
Marsden, Joseph ...	13, Edwin-road, Burley, Leeds, Yorkshire	Shoemaker ... ..	Leeds ... ..	96 of 1886	Dec. 4, 1886 ...	11 A.M.	Official Receiver's Office, 22, Park-row, Leeds	Dec. 14, 1886	11 A.M.	County Court-house, Leeds	Nov. 22, 1886
Webster, Simeon ...	Late 185, Woodhouse-lane, Leeds, Yorkshire, now 2, Laurel-terrace, Armley, Leeds	Commission Agent	Leeds ... ..	93 of 1886	Dec. 6, 1886 ...	11 A.M.	Official Receiver's Office, 22, Park-row, Leeds	Dec. 14, 1886	11 A.M.	County Court-house, Leeds	Nov. 8, 1886
Kirk, Arthur Henry ...	195, High-street, Lewes, Sussex	Watchmaker, Silversmith, and Jeweller	Lewes and Eastbourne	21 of 1886	Dec. 7, 1886 ...	3 P.M.	Bankruptcy - buildings, Portugal-street, Lincoln's-inn, London, W.C.	Jan. 7, 1887 ...	11.30 A.M.	County Hall, Lewes	
Parr, Thomas ...	Eagle, Lincolnshire ... ..	Miller ... ..	Lincoln ... ..	26 of 1886	Dec. 7, 1886 ...	11.30 A.M.	Office of the Official Receiver, 2, St. Benedict - square, Lincoln	Dec. 7, 1886 ...	2.30 P.M.	Sessions-house, Lincoln	Nov. 22, 1886
Eady, George ...	Residing at 103, Granby-street, and trading at 103, Granby-street and 1, Richmond-street, both in Liverpool, Lancashire	Boot and Shoe Dealer	Liverpool ... ..	150 of 1886	Dec. 7, 1886 ...	2 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool	Dec. 6, 1886 ...	11 A.M.	Court - house, Government - buildings, Victoria - street, Liverpool	
Green, Stewart, and Co. (also trading as Gilbert H. Green and Co.)	11, Rumford-street, Liverpool, Lancashire, also trading at New Orleans and Galveston	Merchants ... ..	Liverpool ... ..	147 of 1886	Dec. 8, 1886 ...	3 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool	Dec. 6, 1886 ...	11 A.M.	Court - house, Government - buildings, Victoria - street, Liverpool	

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.
Williams, Evan ...	Formerly 49, Fountains-road, Kirkdale, near Liverpool, now 52, Caradoc-road, Seaforth, Lancashire										
Williams, Owen ... and Humphreys, Robert Griffith (trading as Williams and Humphreys)	Formerly 49, Fonthill-road, Kirkdale, near Liverpool, now 52, Caradoc-road, Seaforth Formerly 51, Fountains-road, Kirkdale, near Liverpool, now 76, Fonthill-road, Kirkdale 83, Fountains-road, Kirkdale, near Liverpool	Builders	Liverpool ...	138 of 1886	Dec. 7, 1886 ...	3 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool	Dec. 6, 1886 ...	11 A.M.	Court - house, Government - buildings, Victoria - street, Liverpool	Nov. 24, 1886
Gellender, James William	14, Bell-grove West and 98, Grey-street, both in Newcastle-on-Tyne	Florist, Fruit, and Italian Warehouseman	Newcastle - on - Tyne	112 of 1886	Dec. 7, 1886 ...	2 P.M.	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne	Dec. 7, 1886 ...	11 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	Nov. 24, 1886
Sharp, Thomas ...	Residing at 29, West-parade, and trading at 16, Clayton-street, both in Newcastle-on-Tyne	Painter, Decorator, and Paper Hanger	Newcastle - on - Tyne	111 of 1886	Dec. 6, 1886 ...	11 A.M.	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne	Dec. 7, 1886 ...	11 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	Nov. 24, 1886
Cook, Henry ...	Alvington, near Carisbrooke, Isle of Wight	Brickmaker and Dairyman	Newport and Ryde	24 of 1886	Dec. 6, 1886 ...	12 noon	Official Receiver's Office, Newport, Isle of Wight	Dec. 6, 1886 ...	3 P.M.	Townhall, Newport, Isle of Wight	Nov. 24, 1886
Dyer, William-James	42, Upper St. James-street, Newport, Isle of Wight, lately 140, High-street, Newport	Coachmaker, late Tobacconist and Coachmaker	Newport and Ryde	23 of 1886	Dec. 6, 1886 ...	2 P.M.	Official Receiver's Office, Newport, Isle of Wight	Dec. 6, 1886 ...	3 P.M.	Townhall, Newport, Isle of Wight	Nov. 24, 1886
Dodgson, James ...	Northallerton, Yorkshire ...	Mason and Builder	Northallerton ...	20 of 1886	Dec. 3, 1886 ...	11.20 A.M.	Railway Hotel, Northallerton	Dec. 13, 1886	11.30 A.M.	Court - house, Northallerton	Nov. 20, 1886
Eberle, John James ...	Thirsk, Yorkshire, formerly Easingwold, Yorkshire	Physician and Surgeon	Northallerton ...	19 of 1886	Dec. 3, 1886 ...	1 P.M.	Strickland's Depot Hotel, Thirsk Junction, Thirsk	Nov. 29, 1886	11.30 A.M.	Court - house, Northallerton	Nov. 15, 1886

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.
Gascoine, Robert, and MacLean, Alexander (lately trading as MacLean, Gascoine, and Co.)	145, Noel-street, Nottingham	Lately Gamble's Factory, Newdigate - street, and Barker-gate, both in Nottingham	Nottingham ...	76 of 1886	Dec. 3, 1886 ...	12 noon	Official Receiver's Offices, 1, High-pavement, Nottingham	Dec. 7, 1886 ...	10 A.M.	County Court-house, Peter-gate, Nottingham	
Gregory, John ...	Guthrie - street, Radford, recently, 41, Dame Agnes-street, and formerly the Raven Inn, Rawson-street, New Basford, all in Nottingham	Traveller, formerly Licensed Victualler	Nottingham ...	101 of 1886	Dec. 4, 1886 ...	11 A.M.	Official Receiver's Offices, 1, High-pavement, Nottingham	Dec. 7, 1886 ...	10 A.M.	County Court-house, Peter-gate, Nottingham	Nov. 24, 1886
Morley, Walter ...	127, Wilford - road, and Goodhead-street, both in Nottingham	Joiner and Undertaker	Nottingham ...	100 of 1886	Dec. 3, 1886 ...	11 A.M.	Official Receiver's Offices, 1, High-pavement, Nottingham	Dec. 7, 1886 ...	10 A.M.	County Court-house, Peter-gate, Nottingham	Nov. 23, 1886
Taylor, George Henry and Taylor, Allen... (trading as George Taylor and Sons)	170, Arkwright - street, Nottingham Sherwood Villa, Lough-borough - road, West Bridgeford, Nottingham-shire Arkwright Mills, Bell-street, Nottingham	Spinners ...	Nottingham ...	102 of 1886	Dec. 6, 1886 ...	11 A.M.	Official Receiver's Offices, 1, High-pavement, Nottingham	Dec. 7, 1886 ...	10 A.M.	County Court-house, Peter-gate, Nottingham	
Plant, Thomas ...	Bicester, Oxfordshire ...	Boot and Shoe Manufacturer	Oxford ...	25 of 1886	Dec. 4, 1886	11.30 A.M.	Office of the Official Receiver, 1, St. Aldates, Oxford	Dec. 30, 1886	11.30 A.M.	County Hall, Oxford	Nov. 23, 1886
Hopkins, Henry and Hardy, Levi ...	Fossbrooke, Bourne Valley, Dorsetshire Heatherland Village, Parkstone, Dorsetshire	Builders ...	Poole ...	30 of 1886	Dec. 6, 1886 ...	1 P.M.	Criterion Hotel, Bournemouth	Jan. 5, 1887 ...	12 noon	Townhall, Poole	
Thorne, William ...	36, Holdenhurst - road, Bournemouth, Hants	Ironmonger ...	Poole ...	27 of 1886	Dec. 6, 1886 ...	3 P.M.	Criterion Hotel, Bournemouth	Jan. 5, 1887 ...	12 noon	Townhall, Poole	
Wrixon, George ...	3, Cheltenham-villas, West-bourne, Bournemouth, Hampshire, lately residing at 5, West Cliff-grove, Bournemouth	Livery Stable Keeper and Cab Proprietor	Poole ...	28 of 1886	Dec. 3, 1886 ...	12.45 P.M.	Official Receiver's Offices, Salisbury	Jan. 5, 1887 ...	12 noon	Townhall, Poole	Nov. 23, 1886

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.
Budden, George Edward	235, Lake-road, Landport, Hants	Bootseller ...	Portsmouth ...	28 of 1886	Dec. 6, 1886	3 P.M.	Official Receiver's Office, 166, Queen-street, Portsea	Dec. 6, 1886	12 noon	Court-house, St. Thomas-street, Portsmouth	Nov. 20, 1886
Bradley, George ...	54, Eccles-New-road, Salford, Lancashire	Auctioneer, Tea Dealer, and Collector	Salford ...	36 of 1886	Dec. 6, 1886	3 P.M.	Official Receiver's Offices, Ogden's-chambers, Bridge-street, Manchester	Dec. 8, 1886	1 P.M.	Court - house, Encombe-place, Salford	
Baxter, Charles Albert	Trading at Lower High-street, Stourbridge, Worcestershire, and residing at Thornleigh, Oldswinford, Stourbridge	Corn Merchant ...	Stourbridge ...	15 of 1886	Dec. 6, 1886	12 noon	Official Receiver's Offices, Liverpool	Dec. 13, 1886	2 P.M.	County Court-Stourbridge	
Hagan, Henry Jay, jun.	Formerly 24, Grace-street, afterwards 7, Thornton-street, now 24, Grace-street, all in West Hartlepool, county of Durham	Formerly Grocer, afterwards Shop Manager, now Ale and Porter Merchant	Sunderland ...	25 of 1886	Dec. 3, 1886	1.30 P.M.	Official Receiver's Office, 21, Fawcett-street, Sunderland	Dec. 9, 1886	2.30 P.M.	County Court-house, Sunderland	Nov. 23, 1886
Furneaux, George William	Commercial-road, Penryn, Cornwall	Sailmaker ...	Truro ...	38 of 1886	Dec. 4, 1886	2.30 P.M.	King's Arms Hotel, Penryn	Dec. 11, 1886	11.30 A.M.	Townhall, Truro	Nov. 20, 1886
Nutter, John ...	The Star and Garter Inn, Crouch, Sevenoaks, Kent	Licensed Victualler	Tunbridge Wells	11 of 1886	Dec. 6, 1886	2.30 P.M.	Messrs. Spencer and Reeve's Office, Mount Pleasant, Tunbridge Wells	Dec. 16, 1886	2.30 P.M.	Townhall, Tunbridge Wells	Nov. 17, 1886
Hodges, William Henry	Rushall, parish of Much Marcle, Herefordshire	Blacksmith ...	Worcester ...	47 of 1886	Dec. 8, 1886	11 A.M.	Official Receiver's Office, Worcester	Dec. 8, 1886	11.30 A.M.	Sessions Court, Guildhall, Worcester	
Pearson, Robert ...	Walton, near Tadcaster, Yorkshire	Joiner, Wheelwright, and Farmer	York ...	40 of 1886	Dec. 4, 1886	12 noon	Official Receiver's Office, York	Dec. 22, 1886	11.30 A.M.	Guildhall, York	Nov. 22, 1886
<i>The following Amended Notice is substituted for that published in the London Gazette of the 16th November, 1886.</i>											
Tummon, Henry Thomas	73, Crawshay-road, Brixton, lately 80, Herne Hill-road, both in Surrey, and formerly 42, Fetter-lane, London	Bear Retailer, now out of business	High Court of Justice in Bankruptcy	1181 of 1886	Nov. 25, 1886	12 noon	33, Carey-street, Lincoln's-inn, London	Dec. 7, 1886	11 A.M.	34, Lincoln's-inn-fields, London	Nov. 10, 1886



NOTICE OF DAY APPOINTED FOR PROCEEDING WITH PUBLIC EXAMINATIONS ADJOURNED SINE DIE.

No. 25649.

X

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date fixed for proceeding with Examination.	Hour.	Place.
Cane, Thomas ... ..	Chester Villa, London-road, Burgess Hill, Sussex, lately trading at 7, Albert Embankment, Lambeth, Surrey	Manufacturer ... ..	High Court of Justice in Bankruptcy	104 of 1886	Dec. 8, 1886 ...	11.30 A.M.	34, Lincoln's-inn-fields, Middlesex
Elliott, Henry ... ..	6, Broad-street, Deal, Kent ... ..	Grocer and Provision Dealer ... ..	Canterbury ... ..	18 of 1884	Dec. 10, 1886 ...	10.30 A.M.	Guildhall, Canterbury
Romney, Eliza Jane ... ..	Fowler's Farm, Guarlford, late South Villa, Great Malvern, Worcester-shire	Widow ... ..	Worcester... ..	24 of 1886	Dec. 11, 1886 ...	11.30 A.M.	The Sessions Court, Guildhall, Worcester

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Appleyard, Edmund John ... ..	5, Little Pulteney-street, Wardour-street, Middlesex...	Draper and Haberdasher ... ..	High Court of Justice in Bankruptcy	1202 of 1886	Nov. 22, 1886 ...	Nov. 12, 1886
Danbridge, F. (trading as the Clerkenwell Watch Company)	Lately trading at 3, Newgate-street, London ... ..	... ..	High Court of Justice in Bankruptcy	1195 of 1886	Nov. 22, 1886 ...	Nov. 11, 1886
Dobbin, Thomas Paul (trading as T. Dobbin and Co.)	14, Emmett-street, Limehouse, Middlesex ... ..	Ship Chandler and Sailmaker ... ..	High Court of Justice in Bankruptcy	1177 of 1886	Nov. 23, 1886 ...	Nov. 6, 1886
Dodd, Horatio (trading as H. Dodd and Co.)	88, Bishopsgate-street, London, and 65, Wellesley-road, Croydon, Surrey	Merchant ... ..	High Court of Justice in Bankruptcy	1019 of 1886	Nov. 23, 1886 ...	Sept. 14, 1886
Donaldson, Ernest Samuel... ..	281, Norwood-road, Tulse Hill, and previously residing at 27, Trent-road, Brixton Hill, both in Surrey, and 12, Curzon- street, Mayfair, Middlesex	Estate Agent and Valuer ... ..	High Court of Justice in Bankruptcy	1211 of 1886	Nov. 23, 1886 ...	Nov. 13, 1886
Rayment, James ... ..	370, Bethnal Green-road, Middlesex ... ..	Greengrocer and Fishmonger ... ..	High Court of Jus- tice in Bankruptcy	1129 of 1886	Nov. 24, 1886 ...	Oct. 21, 1886
Tighe, John Augustus ... ..	20, Landridge-road, Fulham Park, Middlesex ... ..	A Retired Lieutenant-Colonel in Her Majesty's Army	High Court of Justice in Bankruptcy	963 of 1886	Nov. 23, 1886 ...	Aug. 26, 1886
Harrison, Caroline (trading as Harrison and Co.)	11, Northgate-street, Bath, formerly 35, Walcot-street, Bath	Clothier, Outfitter, and Dealer in Second-hand Wardrobes, Wife of Thomas Harrison	Bath ... ..	15 of 1886	Nov. 23, 1886 ...	Nov. 3, 1886
Marritt, William Joseph ... ..	Great Staughton, Huntingdonshire ... ..	Baker ... ..	Bedford ... ..	19 of 1886	Nov. 23, 1886 ...	Nov. 16, 1886
Mutton, Charles ... ..	44, Russell-square and 79 and 80, King's-road, all in Brighton, Sussex	Lodging-house Keeper ... ..	Brighton ... ..	46 of 1886	Nov. 22, 1886 ...	May 24, 1886
Tottle, Henry... ..	Helvetia House, Clevedon, Somersetshire ... ..	Draper ... ..	Bristol ... ..	52 of 1886	Nov. 22, 1886 ...	Sept. 30, 1886
Hearsey, William ... ..	46, Clifton-terrace, Margate, Kent ... ..	Coal Merchant ... ..	Canterbury ... ..	66 of 1886	Nov. 22, 1886 ...	Oct. 30, 1886
Stevens, Jesse ... ..	Smarden, Kent ... ..	Farmer... ..	Canterbury ... ..	72 of 1886	Nov. 24, 1886 ...	Nov. 23, 1886

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Kinsey, Edward ... ..	Custom House-street, Cardiff, Glamorganshire, residing at Gloucester-street, Cardiff	Grocer ... ..	Cardiff ... ..	61 of 1886	Nov. 20, 1886 ...	Nov. 1, 1886
Walker, John... ..	Priest Cliff, Taddington, Derbyshire ... ..	Farmer... ..	Derby ... ..	27 of 1886	Nov. 23, 1886 ...	Nov. 23, 1886
Morgan, George ... ..	48, St. Owen-street, Hereford ... ..	Coach and Waggon Bulder and General Wheelwright	Hereford ... ..	20 of 1886	Nov. 22, 1886 ...	Nov. 10, 1886
Matthew, Josiah ... ..	Lately Onehouse, Aldham, and Hadleigh, Suffolk, now residing at Aldham, and carrying on business at Aldham and Hadleigh	Farmer... ..	Ipswich ... ..	25 of 1886	Nov. 22, 1886 ...	Nov. 5, 1886
Kershaw, Wright ... ..	22, Somerset-street and lately 4, Beecroft-street, both in Kingston-upon-Hull	Mineral Water Manufacturer ...	Kingston-upon-Hull	44 of 1886	Nov. 23, 1886 ...	Nov. 23, 1886
X Fawcett, Alfred ... ..	The Hollies, Burley-in-Wharfedale, Yorkshire... ..	Farmer... ..	Leeds ... ..	90 of 1886	Nov. 22, 1886 ...	Oct. 30, 1886
2 Kirk, Arthur Henry ... ..	195, High-street, Lewes, Sussex ... ..	Watchmaker, Silversmith, and Jeweller	Lewes and Eastbourne	21 of 1886	Nov. 24, 1886 ...	Nov. 17, 1886
Pocock, George ... ..	5, Ashford-road, Eastbourne, Sussex ... ..	Butcher... ..	Lewes and Eastbourne	20 of 1886	Nov. 20, 1886 ...	Nov. 12, 1886
Bowley, William (trading as the City Butter Stores)	6, St. John's-lane and 110, Mill-street, both in Liverpool ...	Provision Dealer ... ..	Liverpool ... ..	144 of 1886	Nov. 24, 1886 ...	Nov. 5, 1886
Kay, James (trading as James Kay and Co.)	5, Mosley-street, Manchester, and residing at City-road, Fairfield, near Manchester	Merchant and Warehouseman ...	Manchester ... ..	82 of 1886	Nov. 24, 1886 ...	Oct. 28, 1886
Glover, William ... ..	19, Long-row and 13, Bridlesmith-gate, both in Nottingham, and 1, Bridge-street, Burton-on-Trent, Staffordshire	Baker and Confectioner ... ..	Nottingham... ..	94 of 1886	Nov. 22, 1886 ...	Nov. 3, 1886
Gregory, John ... ..	Guthrie-street, Radford, recently 41, Dame Agnes-street, and formerly the Raven Inn, Rawson-street, New Basford, all in Nottingham	Traveller, formerly Licensed Victualler	Nottingham... ..	101 of 1886	Nov. 21, 1886 ...	Nov. 20, 1886
Plant, Thomas ... ..	Bicester, Oxfordshire ... ..	Boot and Shoe Manufacturer ...	Oxford ... ..	25 of 1886	Nov. 23, 1886 ...	Nov. 15, 1886
Cooper, Walter ... ..	Little Whyte, Ramsay, Huntingdonshire ... ..	Baker and Confectioner ... ..	Peterborough ... ..	26 of 1886	Nov. 24, 1886 ...	Nov. 22, 1886

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Evans, Enoch	177, High-street, Treorkey, Glamorganshire	Grocer and Draper	Pontypridd	44 of 1886	Nov. 23, 1886	Nov. 23, 1886
Hopkins, Henry, and Hardy, Levi	Fossbrooke, Bourne Valley, Dorsetshire Heatherland Village, Parkstone, Dorsetshire, trading at St. Michael's-rise, Bournemouth	Builders	Poole	30 of 1886	Nov. 23, 1886	Nov. 22, 1886
Wrixon, George	3, Cheltenham - villas, Westbourne, Bournemouth, Hants, lately residing at 5, West Cliffe-grove, Bournemouth	Livery-stable Keeper and Cab Pro- prietor	Poole	28 of 1886	Nov. 23, 1886	Nov. 19, 1886
Budden, George Edward	235, Lake-road, Landport, Hants	Bootseller	Portsmouth	23 of 1886	Nov. 20, 1886	Nov. 17, 1886
Allchin, John James	The Brent, Dartford, Kent	Builder	Rochester	30 of 1886	Nov. 24, 1886	Nov. 18, 1886
Littlewood, George Frederick	The Old Harrow Inn, Broad-street, and Milton Works, Milton- street, both in Sheffield, Yorkshire	Licensed Victualler and Cutlery Manufacturer	Sheffield	77 of 1886	Nov. 22, 1886	Nov. 22, 1886
Jones, Maria Ellen (trading as M. E. Jones and Co.)	24, Langdon-place, Swansea, Glamorganshire	Grocer	Swansea	61 of 1886	Nov. 22, 1886	Nov. 20, 1886
Nutter, John	The Star and Garter Inn, Crouch, near Sevenoaks, Kent	Licensed Victualler	Tonbridge Wells	11 of 1886	Nov. 23, 1886	Sept. 29, 1886
Cronin, John Joseph (otherwise John Cronin)	11, Causeway-head, Penzance, Cornwall	Boot and Shoe Maker	Truro	37 of 1886	Nov. 24, 1886	Nov. 18, 1886
Furneaux, George William	Commercial-road, Penryn, Cornwall	Sailmaker	Truro	33 of 1886	Nov. 24, 1886	Nov. 19, 1886
Smith, William Shalden	Overbury, Alton, Hants	A Major in Her Majesty's 3rd Bat- talion Hants Regiment	Winchester	12 of 1886	Nov. 24, 1886	Nov. 24, 1886
Smith, Levi	Woolpack Inn, Short Heath, near Wolverhampton, Stafford- shire	Licensed Victualler	Wolverhampton	45 of 1886	Nov. 22, 1886	Nov. 2, 1886
Hodges, William Henry	Rushall, parish of Much Marcle, Herefordshire	Blacksmith	Worcester	47 of 1886	Nov. 24, 1886	Nov. 24, 1886
Pearson, Robert	Walton, Yorkshire	Joiner, Wheelwright, and Farmer	York	40 of 1886	Nov. 22, 1886	Nov. 22, 1886

ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
Dunn, Frank ... ..	6, Bickerton-road, previously 9, Bickerton-road, Upper Holloway, Middlesex	Frilling Manufacturer, formerly trading with Sidney William Cook, at 42, Charterhouse-square, London, as Cook, Dunn, and Co., Frilling Manufacturers	High Court of Justice in Bankruptcy	953 of 1886	Nov. 13, 1886 ...	To pay in full within fourteen days after the approval by the Court all preferential debts, and all proper fees, costs, charges, and expenses, and all expenses incurred by or moneys payable to the Official Receiver for remuneration or otherwise, and also the separate debts of the debtor. To pay to Messrs. John Cochran and Thomas William Barry, on behalf of all the unsecured creditors of the late firm of Cook, Dunn, and Co., in full discharge of the debts provable under the Receiving Order, the sum of £200, payable within fourteen days after approval. Payment of preferential debts, fees, costs, charges, and expenses, and separate creditors, and the sum £200, to be secured by a deposit of the amount required with the Official Receiver within ten days after the date of approval. The debtor is to be released from his said debts, and the Official Receiver is to be deemed to be a Trustee for the distribution of the said deposit, notwithstanding that the Receiving Order may be rescinded before such distribution is completed. The debtor shall have no claim against his late partner, Sydney William Cook, or his estate, and Mrs. Hannah Dunn withdraws her claim against the said Sydney William Cook and his estate. The Receiving Order is rescinded
Parry, Graham ... ..	2, Paragon-buildings, Cheltenham, Gloucestershire	Gentleman ... ..	Cheltenham...	2 of 1886	May 7, 1886 ...	Application refused
Bailey, Richard...	17, Trinity-road, Penge Park, Penge, Kent	Lime, Sand, and Coal Merchant	Croydon ..	18 of 1886	Aug. 17, 1886 ...	Order refusing the approval of the Court of a Composition of 3s. in the pound
Earp, Robert Burrill ... ..	3, Market-street and Newcastle Works, both in Nottingham	Printer, Stationer, and Lithographer	Nottingham...	75 of 1886	v. 16, 1886 ...	Composition of 10s. in the pound by the following instalments, namely, 1s. 6d. in the pound within fourteen days after confirmation by the Court, 2s. in the pound in February, 1887, 2s. in the pound in May, 1887, 2s. in the pound in August, 1887, and 2s. 6d. in the pound in November, 1887, the last two instalments to be secured to the satisfaction of Mr. George Evans, Bank Manager, Nottingham, and Mr. George Clulow, Great College-street, Camden Town, London. The debtor to be allowed to have the possession and management of his own estate until the confirmation by the Court, and that Mr. Thomas Leman be the Trustee for distribution, his remuneration to be left to the Official Receiver. Receiving Order rescinded

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
Aveline, John Henry] ...	King's-road, Reading, Berkshire ...	Corn Merchant ...	Reading ...	3 of 1886	August 12, 1886	Refusal by the Court to approve the debtor's proposal of a Composition of 4s. in the pound
Breame, James Robert :	Beastfair, Pontefract ...	Tailor and Outfitter ...	Wakefield ...	19 of 1886	Nov. 16, 1886 ...	To pay 8s. in the pound by instalments of 3s., 3s., and 2s., at three, six, and nine months from date of approval of the scheme. Composition guaranteed by three promissory notes of George Robert White, of Red Cross-street, London. That all claims entitled to priority be forthwith paid in full. Stuart Lowden, of Pontefract, Accountant, to be Trustee. Receiving Order rescinded

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Connell, Frederic Henry...	Lately residing at 41, Lorne-road, Stroud Green-road, Hornsey, Middlesex, now trading at 83, High-road, Kilburn, Middlesex	Watchmaker and Jeweller ...	High Court of Justice in Bankruptcy	1141 of 1886	Dec. 12, 1886 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Cramp, Henry ... ..	Formerly Eastbourne, Sussex, late Bridge-road, Battersea, Surrey, now 82, Finborough-road, Earl's Court, Middlesex	Of no occupation ... ..	High Court of Justice in Bankruptcy	366 of 1886	Dec. 12, 1886 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Seammen, Thomas William	109, High-street, Camden Town, Middlesex ...	Draper... ..	High Court of Justice in Bankruptcy	646 of 1886	Dec. 11, 1886 ...	Algernon Osmond Miles	28, King-street, Cheapside, London, E.C.
Smith, Alan Kiucaid ...	7, Aldridge-road-villas, Westbourne Park, Middlesex	Gentleman ... ..	High Court of Justice in Bankruptcy	511 of 1886	Dec. 10, 1886 ...	Edward Frederick Hunt	6, Old Jewry, London, E.C.
Thorpe, Arthur Charles (trading as A. C. Thorpe and Co)	66, Conduit-street, Regent-street, and the Laurels, Hornsey, both in Middlesex	Diamond Merchant ... ..	High Court of Justice in Bankruptcy	725 of 1885	Dec. 8, 1886 ...	William Alexander Jardine Hickes	88, Hatton Garden
Wilcocks, Nathaniel George	7, Sunny Bank, Lyncombe Vale, Back-street, and 44, 45, and 46, Avon-street, all in Bath	Soda Water Machinist and Engineer	Bath ... ..	8 of 1886	Dec. 11, 1886 ...	Edward Thomas Collins	39, Broad-street, Bristol
Saul, Richard ... ..	9, Claughton-road, Birkenhead ... ..	Tailor ... ..	Birkenhead ... ..	4 of 1886	Dec. 8, 1886 ...	Frederick Gittins, Official Receiver	48, Hamilton-square, Birkenhead
Whelan, Edward Claire ...	Market-street, Hoylake, Cheshire, trading at Neston, Sutton Hoylake, and West Kirby, Cheshire	Coal Merchant ... ..	Birkenhead ... ..	13 of 1885	Dec. 8, 1886 ...	Frederick Gittins, Official Receiver	48, Hamilton-square, Birkenhead
Clifton, Alfred ... ..	77, Parade, Birmingham, Warwickshire, formerly residing at 49, Reservoir-road, Birmingham	Boot and Shoe Dealer ...	Birmingham... ..	60 of 1886	Dec. 22, 1886 ...	Luke Jesson Sharp, Official Receiver	Whitehall-chambers, 25, Colmore-row, Birmingham
Rodan, David Bell ... ..	9, John-street, Blackburn, Lancashire ... ..	Draper ... ..	Blackburn ... ..	8 of 1885	Dec. 7, 1886 ...	Thomas Ferguson ...	The Grove, Leyland
Redman, Marmaduke ... ..	Leeming's Mill, Leeming-street, and 16, Bertram-road, Manningham, both in Bradford	Worsted Spinner ... ..	Bradford ... ..	23 of 1886	Dec. 10, 1886 ...	J. A. Heselton... ..	9, Market-street, Bradford
Cox, Richard Cobden ... ..	Late 135, Queen's-road, Brighton, Sussex, now 29, Beaconsfield-road, Preston, Sussex	Late Manager to the Sussex Co-operative Drug Company Limited, now out of business	Brighton ... ..	51 of 1884	Dec. 11, 1886 ...	Frederick George Clark	56, Ship-street, Brighton, Chartered Accountant
Hatton, Elisha ... .. (Separate Estate)	184, Western-road, Brighton, Sussex ... ..	Wine Merchant, trading with William Thacker, as Thacker and Hatton	Brighton ... ..	2 of 1885	Dec. 11, 1886 ...	Frederick George Clark	56, Ship-street, Brighton, Chartered Accountant

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Cook, William James ...	4, Kirklees-villas, Ashley Hill, Bristol, and late 7, Christmas-street, Bristol	Commercial Traveller, late Tobaccoist	Bristol ...	48 of 1886	Dec. 10, 1886 ...	E. G. Clarke, Official Receiver	Bank-chambers, Bristol
Croot, George ...	Kingswood, Gloucestershire ...	Currier ...	Bristol ...	43 of 1885	Dec. 10, 1886 ...	E. G. Clarke, Official Receiver	Bank-chambers, Bristol
Griffiths, Edwin ...	43, Merchant-street, and Castle Mill-street, and Broadweir, all in Bristol	Furniture Dealer and Timber Merchant	Bristol ...	36 of 1885	Dec. 14, 1886 ...	Edward Thomas Collins	39, Broad-street, Bristol
Hopkins, William ...	Avonmouth, Gloucestershire, and 3, Queen's-yard, Thomas-street, Bristol	Boot and Shoe Manufacturer and General Dealer	Bristol ...	45 of 1885	Dec. 10, 1886 ...	E. G. Clarke, Official Receiver	Bank-chambers, Bristol
Punfield, Frederick ...	10, Cotham-gardens, Redland, Bristol ...	Accountant ...	Bristol ...	35 of 1884	Dec. 10, 1886 ...	E. G. Clarke, Official Receiver	Bank-chambers, Bristol
Rider, Charles ...	53, Redcliff-hill, Bristol ...	Draper ...	Bristol ...	37 of 1885	Dec. 10, 1886 ...	E. G. Clarke, Official Receiver	Bank-chambers, Bristol
Waites, Richard ...	26, the Triangle, Clifton, Bristol ...	Grocer... ..	Bristol ...	51 of 1886	Dec. 14, 1886 ...	Edward Thomas Collins	39, Broad-street, Bristol
Walker, George ...	St. James's, Barton, Bristol ...	Boot Dealer ...	Bristol ...	25 of 1886	Dec. 10, 1886 ...	E. G. Clarke, Official Receiver	Bank-chambers, Bristol
Williams, William (trading as the Durham Down Aerated Water Company)	The Shrubbery, Redland, Bristol ...	Mineral Water Manufacturer	Bristol ...	18 of 1886	Dec. 11, 1886 ...	Edward Thomas Collins	39, Broad-street, Bristol
Harris, John ...	Wraikhill Farm, Whitstable, Kent ...	Farmer ...	Canterbury ...	49 of 1886	Dec. 10, 1886 ...	Leslie Creery, Official Receiver	Ashford, Kent
Long, James Alfred ...	St. Margaret's-street, Canterbury, Kent ...	Fishmonger ...	Canterbury ...	16 of 1886	Dec. 10, 1886 ...	Leslie Creery, Official Receiver	Ashford, Kent
McMicking, Gilbert ...	59, Baglan-place, Ashford, Kent ...	Draper ...	Canterbury ...	25 of 1886	Dec. 10, 1886 ...	Leslie Creery, Official Receiver	11, Bank-street, Ashford, Kent
Pretyman, Frederick John	160, High-street, Margate, Kent ...	Grocer... ..	Canterbury ...	53 of 1886	Dec. 10, 1886 ..	Leslie Creery, Official Receiver	Ashford, Kent
Davies, Thomas Harris (trading as T. H. Davies and Co.)	22, Custom House-street, Cardiff ...	Tailor and Outfitter ...	Cardiff ...	20 of 1886	Dec. 15, 1886 ...	Samuel Hearn ...	72, Saint Mary-street, Cardiff
Thomas, Benjamin ...	The Medical Hall, Llanstephan, Carmarthen-shire	Chemist and Druggist, Wine Merchant, and General Dealer	Carmarthen ...	21 of 1886	Dec. 19, 1886 ...	Thomas Thomas, Official Receiver	11, Quay-street, Carmarthen



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Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Bush, Richard ... ..	Shellow Bowells, Roxwell, Essex ... ..	Farmer ... ..	Chelmsford ... ..	14 of 1886	Dec. 5, 1886 ...	Alfred Darby ... ..	Chelmsford
Furniss, John Green ... ..	Lobley-street, Heckmondwike, Yorkshire ... ..	Stone Merchant ... ..	Dewsbury ... ..	22 of 1886	Dec. 10, 1886 ...	John Arthur Deane ... ..	Official Receiver's Offices, Bank-chambers, Batley
Priestley, Albert ... ..	Town-street, Birkenshaw, Birstall, Yorkshire ... ..	Grocer, Provision Merchant, and General Dealer	Dewsbury ... ..	28 of 1886	Dec. 10, 1886 ...	John Arthur Deane ... ..	Official Receiver's Offices, Bank-chambers, Batley
Wilson, Benjamin, and Wilson, John (trading as Wilson Brothers) ... ..	Oaks-road and Station-road, Soothill, Dewsbury, Yorkshire	Farmers and Rag Merchants	Dewsbury ... ..	19 of 1886	Dec. 10, 1886 ...	John Arthur Deane ... ..	Official Receiver's Offices, Bank-chambers, Batley
Wilson, Benjamin (Separate Estate)	Oaks-road and Station-road, Soothill, Dewsbury, Yorkshire	Farmer and Rag Merchant...	Dewsbury ... ..	19 of 1886	Dec. 10, 1886 ...	John Arthur Deane ... ..	Official Receiver's Offices, Bank-chambers, Batley
Wilson, John ... .. (Separate Estate)	Oaks-road and Station-road, Soothill, Dewsbury, Yorkshire	Farmer and Rag Merchant...	Dewsbury ... ..	19 of 1886	Dec. 10, 1886 ...	John Arthur Deane ... ..	Official Receiver's Offices, Bank-chambers, Batley
Wilson, Sam Holdroyd ... ..	Henry-street, Batley Carr, Batley, Yorkshire ... ..	Rag Merchant ... ..	Dewsbury ... ..	20 of 1886	Dec. 10, 1886 ...	John Arthur Deane ... ..	Official Receiver's Offices, Bank-chambers, Batley
Pfeiffer, Philipp ... ..	14, Kingsford-terracc, Seven Sisters'-road, Tottenham	Baker and Confectioner ... ..	Edmonton ... ..	16 of 1886	Dec. 10, 1886 ...	Allen H. Stoneham, Official Receiver	28 and 29, St. Swithin's-lane, London, E.C.
Bass, John Robert ... ..	The Short Blue Tavern, Gorleston, Suffolk ... ..	Publican and Smack Owner	Great Yarmouth ... ..	35 of 1886	Dec. 11, 1886 ...	H. P. Gould, Official Receiver	8, King-street, Norwich.
Salmon, Charles Goodwin Woods, Robert Henry, and Woods, Esther (trading as Salmon and Woods) ... ..	Gorleston, Suffolk ... ..	Fishing Boat Owners ... ..	Great Yarmouth ... ..	20 of 1884	Dec. 15, 1886 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Salmon, Charles Goodwin (Separate Estate)	Gorleston, Suffolk ... ..	Fishing Boat Owner... ..	Great Yarmouth ... ..	20 of 1884	Dec. 15, 1886 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Woods, Henry Robert (Separate Estate)	Gorleston, Suffolk ... ..	Fishing Boat Owner... ..	Great Yarmouth ... ..	20 of 1884	Dec. 15, 1886 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Cocksedge, George Bloomfield (trading as Meadows and Co.)	Guildford, Surrey ... ..	Coal Merchant ... ..	Guilford ... ..	5 of 1886	Dec. 10, 1886 ...	Allen H. Stoneham, Official Receiver	28 and 29, St. Swithin's-lane, London, E.C.
Herd, Charles ... ..	High-strat, Egham, Surrey ... ..	Boot and Shoe Maker and Salesman	Kingston, Surrey ... ..	7 of 1886	Dec. 10, 1886 ...	Allen H. Stoneham, Official Receiver	28 and 29, St. Swithin's-lane, London, E.C.
Westaway, John ... ..	Pyrford-place Farm, Tyrford, and West Hall Farm, Byfleet, Surrey	Farmer ... ..	Kingston, Surrey ... ..	6 of 1886	Dec. 10, 1886 ...	G. B. Monkhouse ... ..	28 and 29, St. Swithin's-lane, London, E.C.

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Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Ferguson, William Kennedy, and Wetherell, Thomas Wilkinson	27, Victoria-terrace, Belle Vue-road, Leeds 35, Springfield-place, Leeds, trading at 53, Great George-street, Leeds	Chemists and Druggists and Electro Platers	Leeds ... ..	75 of 1886	Dec. 10, 1886 ...	James William Close ...	32, Park-row, Leeds
Ferguson, William Kennedy (Separate Estate)	27, Victoria-terrace, Belle Vue-road, Leeds ...	Chemist and Druggist and Electro Plater	Leeds ... ..	75 of 1886	Dec. 10, 1886 ...	James William Close ...	32, Park-row, Leeds
Wetherell, Thomas Wilkinson (Separate Estate)	35, Springfield-place, Leeds ... ..	Chemist and Druggist and Electro Plater	Leeds ... ..	75 of 1886	Dec. 10, 1886 ...	James William Close ...	32, Park-row, Leeds
Ly, Henry John (trading as John Solly and Sons)	10 and 11, Junction-road, Eastbourne, Sussex ...	Bootmaker ... ..	Lewes and Eastbourne	17 of 1886	Dec. 10, 1886 ...	John Arthur Craig ...	30, Finsbury - pavement, London, E.C.
Burge, William James ...	17, Market-place, Gainsborough, Lincolnshire ...	Draper and Mercer ... ..	Lincoln ... ..	25 of 1885	Dec. 10, 1886 ...	William Stavert ...	1, Piccadilly, Manchester
Bolton, Francis Lee ...	5, York-buildings, Dale-street, Liverpool, and 60, Rock-lane, Rock Ferry, Cheshire	Iron Merchant ... ..	Liverpool ... ..	55 of 1885	Dec. 10, 1886 ...	George Mahon ...	26, North John-street, Liverpool
Halleran, Theresa ...	34, Oak-street and 9, Swan-street, Manchester	Tailor and Woollen Draper ...	Manchester ...	66 of 1885	Dec. 10, 1886 ...	Fred Carter ...	1, Cloth Hall street, Huddersfield
Coverdale, Thomas ...	Carlisle-street, Low Felling, and 37 and 39, High-street, High Felling, both in the county of Durham	Draper ... ..	Newcastle-on-Tyne ...	53 of 1886	Dec. 11, 1886 ...	John M. Winter ...	16, Market - street, Newcastle-on-Tyne
Earp, Robert Burrill ...	3, Market-street and Newcastle Works, Friar-lane, Nottingham	Printer and Stationer ...	Nottingham ...	75 of 1886	Dec. 2, 1886 ...	Thomas Leman ...	Chartered Accountant, Exchange-chambers, 1, Greyhound-street, Nottingham
Searson, Samuel ...	Peterborough, Northamptonshire, and Stan-ground, Huntingdonshire	Corn Merchant ... ..	Peterborough ...	11 of 1886	Dec. 9, 1886 ...	George Edward Abbott	Stamford, &c., Banking Company Limited, Peterborough
Aveline, John Henry ...	King's-road, Reading ... ..	Corn Merchant ... ..	Reading ... ..	3 of 1886	Dec. 11, 1886 ...	Arthur Maslen ...	County Court Office, Reading
Wells, William ...	166 and 167, Parrock-street, Milton-next-Gravesend, Kent	Complete House Furnisher, and China and Glass Warehouseman	Rochester ... ..	14 of 1886	Dec. 11, 1886 ...	The Official Receiver ...	High-street, Rochester
Gillatt, Edward ...	103, Ecclesall-road, Sheffield, Yorkshire, and Oak House Farm, Dore, Derbyshire	Butcher and Farmer ...	Sheffield ... ..	50 of 1886	Dec. 7, 1886 ...	George Franklin ...	Imperial-chambers, Norfolk-row, Sheffield

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Vaughan Brothers ...	Grimesthorpe Charcoal and Saw Mills, Grimesthorpe, Sheffield, Yorkshire, and Birley, Chemical Works, Birley, Handsworth, Yorkshire	Charcoal Manufacturers ...	Sheffield ...	46 of 1886	Dec. 9, 1886 ...	Robert Henderson ...	Assay Office, Leopold-street, Sheffield
Kettle, Samuel ...	31, Carlisle-street, Dresden, near Longton, Staffordshire	Baker Grocer, and Provision Dealer	Stoke-upon-Trent and Longton	9 of 1886	Dec. 11, 1886 ...	T. Bullock, Official Receiver	Newcastle-under-Lyme
Carlyon, Thomas ...	1, Arwenack-street, Falmouth, Cornwall ...	Boot and Shoe Manufacturer	Truro... ..	14 of 1886	Dec. 11, 1886 ...	G. Appleby Jenkins, Official Receiver	Boscawen-street, Truro
Jenkin, Benjamin ...	Saint John's Sithney and Wendron-street, Helston, Cornwall	Boot and Shoe Dealer ...	Truro... ..	27 of 1886	Dec. 11, 1886 ...	G. Appleby Jenkins, Official Receiver	Boscawen-street, Truro
Balmforth, Joseph ...	Middlestown, near Wakefield, Yorkshire ...	Grocer... ..	Wakefield ...	1 of 1885	Dec. 11, 1886 ...	The Official Receiver ...	Southgate-chambers, Southgate, Wakefield
Hawkins, John the younger	245, Stafford-street, Walsall, Staffordshire, West-parade, Rhyl, Flintshire, and Bath-place, Douglas, Isle of Man	Bicycle and Tricycle Agent, Manufacturer and Dealer, and Bit, Stirrup, Spur, and Harness Furniture Manufacturer	Walsall ...	24 of 1885	Dec. 11, 1886 ...	George Bytheway ...	The Bridge, Walsall
Jones, John ...	The Castle Inn, Walsall-street, Wednesbury, Staffordshire	Licensed Victualler ...	Walsall ...	32 of 1885	Dec. 14, 1886 ...	Edwin Pritchard ...	St. Peter's - close, Wolverhampton
Casey, John ...	Nelson Inn, West-street, Warwick ...	Licensed Victualler ...	Warwick ...	13 of 1886	Dec. 11, 1886 ...	Edward Thomas Peirson, Official Receiver	17, Hertford-street, Coventry
Hopekirk, Walter ...	The Falstaff Inn, Parade, Leamington ...	Publican ...	Warwick ...	11 of 1885	Dec. 11, 1886 ...	Edward Thomas Peirson, Official Receiver	17, Hertford-street, Coventry
Sprang, Arthur Edward (trading as Arthur Sprang and Co.)	Rainbow House, Rainbow Hill, and trading at Lowesmoor Bridge, Worcester	Boot and Shoe Factor ...	Worcester ...	5 of 1886	Dec. 10, 1886 ...	John Arthur Craig ...	30, Finsbury - pavement, London, E.C.

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Anderson, Adam Hay ...	35, Colby-road, <sup>2</sup> Gipsy-hill, Surrey ...	No occupation ...	High Court of Justice in Bankruptcy	41 of 1884	2½d.	First and Final	Any day (except Saturday) between the hours of 11 and 2	At the Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
avis, Frederick James (trading as J. Davis and Co.)	36, Exmouth-street, Clerkenwell, Middlesex	Picture Dealer and Picture Frame Maker	High Court of Justice in Bankruptcy	257 of 1886	2s. 5d.	First and Final	Any day (except Saturday) between the hours of 11 and 2.	At the Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Drewry, Benjamin ...	1, Upper Marylebone-street and 41, Nutford-place, both in Middlesex	Cheesemonger ...	High Court of Justice in Bankruptcy	99 of 1885	5d.	Final	Any day (except Saturday) between the hours of 11 and 2	At the Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Hayes, Mary Ann (trading as David Hayes)	45, Merchant-street and Cemetery-lane, Bow-road, Middlesex	Rope, Line, and Twine Manufacturer, Widow	High Court of Justice in Bankruptcy	550 of 1886	1s. 11d.	First and Final	Any day (except Saturday) between the hours of 11 and 2	At the Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Lawrence, Charles ...	1, Lincoln-street, Mile End, 50 and 52, Gunn-lanc, Limehouse, 103 and 105, Brook-street, Ratcliffe, and 20, High-street, Bow, all in Middlesex	Veterinary Surgeon ...	High Court of Justice in Bankruptcy	1214 of 1885	3d. and 4s. 9d.	Second on old proofs First on new proofs	Any day (except Saturday) between the hours of 11 and 2	At the Office of the Official Trustee, 34, Lincoln's-inn, London, W.C.
Lovelace, Benjamin ...	54, London-wall, London, and residing at 245, Battersea Park-road, Surrey	Bootmaker ...	High Court of Justice in Bankruptcy	1276 of 1885	8½d. and 3s. 5½d.	Second on old proofs First on new proofs Third and Final	Any day (except Saturday) between the hours of 11 and 2	At the Office of the Official Trustee, 34, Lincoln's-inn, London, W.C.
Bancroft, James Massey (trading as G. H. Bancroft and Son and as Bancroft and Son)	Heath Bank, Mossley-road, Ashton-under-Lyne, Lancashire, Grey-street, Old-square, Ashton-under-Lyne, 16, Todd-street, Manchester	Wholesale Grocer, Provision and Butter Merchant	Ashton-under-Lyne, and Stalybridge	9 of 1885	0½d.	Third and Final	Forthwith ...	At the offices of Astbury and Eckersley, 64, Cross-street, Manchester
Dunn, Elisha Samuel ...	100, Price-street, Birkenhead, Cheshire, formerly 53, Chesnut-grove, and now 55, Chesnut-grove, both in Tranmere	Tailor ...	Birkenhead ...	19 of 1885	4s. 10½d.	First and Final	Nov. 29, 1886 ...	Office of the Official Receiver, 48, Hamilton-square, Birkenhead
Roberts, Joseph Samuel	479, Price-street, Birkenhead, Cheshire ...	Provision Dealer ...	Birkenhead ...	13 of 1885	10½d.	First and Final	Nov. 29, 1886 ...	Office of the Official Receiver, 48, Hamilton-square, Birkenhead
Dovey Edward ...	89, Lupin-street, Bloomsbury, Birmingham, Warwickshire, and the Saw Mills, Richard-street, Birmingham	Saw Mill Proprietor ...	Birmingham ...	14 of 1886	3s. 10d.	First and Final	Nov. 29, 1886 ...	The Offices of Luke Jesson Sharp, Official Receiver, Birmingham

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Lilley, Edward ... ..	130, Edwardes-street, Balsall Heath, Worcestershire	Baker and Confectioner...	Birmingham ... ..	2 of 1886	1s.	First and Final	Nov. 29, 1886 ... ..	The Offices of Luke Jesson Sharp, Official Receiver, Birmingham
Jones, William Joshua ... ..	St. James's-terrace, Broadfield, Heywood, lately trading at the Broadfield Cotton Spinning Mill, Heywood, Lancashire	Cotton Spinner ... ..	Bolton ... ..	36 of 1885	8d.	Second and Final	Dec. 3, 1886... ..	Trustee's Office, 2, Clarence-buildings, Booth-street, Manchester
Jenkins, Henry Gidoin ... ..	Cypress Cottage, Stodden's-lane, Burnham, Somersetshire	Retired Major of Her Majesty's Indian Army	Bridgwater ... ..	2 of 1886	1s. 8d.	First	Nov. 27, 1886 ... ..	At the Office of the Official Receiver, 9, Middle-street, Taunton
Barwick, Joseph Thomas	Harbour House, Starbour-street, Broadstairs, Kent	Baker ... ..	Canterbury ... ..	41 of 1885	2s. 3 $\frac{1}{2}$ d.	First and Final	Dec. 1, 1886... ..	Official Receiver's Office, 11, Bank-street, Ashford
Carter, Edmund Gregory	Late 130, Clifton-street, Roath, and 26, Rectory-road, Canton, Cardiff, Glamorganshire, now 24, King's-road, Canton, Cardiff	Late Grocer, now Grocer's Assistant	Cardiff ... ..	13 of 1885	4d.	First and Final	Nov. 26, 1886 ... ..	Office of the Official Receiver, 3, Crockherbtown, Cardiff
McIntosh, John ... ..	31, Windsor-road, Penarth, near Cardiff, Glamorganshire	Draper ... ..	Cardiff ... ..	19 of 1886	1s. 10 $\frac{1}{2}$ d.	First and Final	Nov. 26, 1886 ... ..	Office of the Official Receiver, 3, Crockherbtown, Cardiff
Coult, Albert Edward ... ..	Great Totham, Essex... ..	Builder and General-shop Keeper	Chelmsford... ..	15 of 1886	1s. 6d.	First	Dec. 1, 1886 ... ..	Official Receiver's Office, Romford
Follwell, Frederic Stephen and Laming, Robert Stephen (trading as Follwell and Laming) ... ..	High-street, Brentwood, Essex ... ..	Nurserymen ... ..	Chelmsford ... ..	9 of 1885	3s. 2 $\frac{1}{2}$ d.	First and Final	Dec. 1, 1886 ... ..	Official Receiver's Office, Romford
Johnson, John William...	King Edward-street North, Great Grimsby	Wholesale and Retail Fruit Merchant and Greengrocer	Great Grimsby ... ..	19 of 1884	11d.	Second and Final	Dec. 6, 1886... ..	The Official Receiver's Office, Lincoln's - inn - buildings, Bowlalley-lane, Hull
Neve, Henry John ... ..	Burgh St. Peter, Norfolk ... ..	Builder ... ..	Great Yarmouth ... ..	21 of 1886	20s. and interest 4 per cent.	...	On and after Nov. 27, 1886	The Office of the Official Receiver, 8, King-street, Norwich
Beadell, Thomas ... ..	Cranleigh, Surrey ... ..	Furniture Dealer and Ironmonger	Guildford and Godalming	3 of 1886	2s. 1d.	First and Final	Nov. 29, 1886, or on any subsequent Monday between 10 and 2	At the Office of the Official Receiver, 28 and 29, St. Swithin's-lane, London, E.C.
Gibbons, Christopher Benjamin (trading as C. B. Gibbons and Co.)	Dock Foundry and 3, Dalton-road Ipswich, Suffolk	Iron and Brass Founder	Ipswich ... ..	20 of 1886	7s. 6d.	Composition	Nov. 27, 1886 ... ..	The Offices of the Official Receiver, 2, Westgate-street, Ipswich

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Elleray, John and Elleray, Daniel, the younger (trading as J. and D. Elleray) ...	Bowness, Westmorland ... ..	Wine and Spirit Merchants	Kendal ... ..	17 of 1886	4s.	First	Nov. 30, 1886 ...	Official Receiver's Office, 2, Paxton-terrace, Barrow-in-Furness
Pape, Thomas ... ..	The Harrisons' Arms Inn, Harrison-street, Leeds, Yorkshire	Licensed Victualler ...	Leeds ... ..	12 of 1885	3s. 4½d.	First and Final	Nov. 29, 1886 ...	At the Office of Messrs. Burrell and Pickard, Accountants, 18, Albion-street, Leeds
Wright, Thomas ... ..	Fountain-grove, Kirkstall Hill, Leeds, Yorkshire	Builder ... ..	Leeds ... ..	19 of 1886	7s. 10½d.	First and Final	Dec. 7, 1886 ...	Official Receiver's Office, 22, Park-row, Leeds
Atherton, Isaac, the younger	Atherton's Farm, Kirkley, near Liverpool, Lancashire	Farmer ... ..	Liverpool ... ..	96 of 1886	2s. 11d.	First and Final	Nov. 29, 1886 ...	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Johnson, John, and Johnson, Thomas Atherton (trading as Johnson Brothers) ...	24, Russell-road, Garston, Lancashire 1, De Silva-street, Huyton Quarry, Lancashire 1, Pennington-place, Huyton, Lancashire...	Printers, Stationers, and Confectioners	Liverpool ... ..	55 of 1886	1s. 10½d.	First and Final	Nov. 29, 1886 ...	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Johnson, Thomas Atherton (Separate Estate)	1, De Silva-street, Huyton Quarry, Lancashire	Printer, Stationer, and Confectioner	Liverpool ... ..	55 of 1886	4s. 3d.	First and Final	Nov. 29, 1886 ...	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Jones, William ... ..	76, St. Mary's-road, Garston, Lancashire ...	Draper ... ..	Liverpool ... ..	59 of 1886	11s. 3½d.	First and Final	Nov. 29, 1886 ...	Offices of the Official Receiver, 35, Victoria-street, Liverpool,
Naylor, Joseph, and Beasley, William (trading as Naylor and Beasley) ...	15, White Rock-street, Liverpool 250, West Derby-road, Liverpool 49, Hardman-street, Liverpool ... ..	Cabinet Makers and Upholsterers	Liverpool ... ..	56 of 1886	11½d.	First and Final	Nov. 29, 1886 ...	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Griffiths, Evan ... ..	Park, parish of Trallong, Brecon ... ..	Farmer ... ..	Merthyr Tydfil ...	6 of 1886	1s. 2d.	First	Nov. 30, 1886	The Official Receiver's Office, Merthyr Tydfil
Lewis, William ... ..	123, Windsor-road, Neath, Glamorganshire	Furniture Dealer and Upholsterer	Neath ... ..	2 of 1886	1s. 7½d.	First and Final	Dec. 2, 1886 ...	Offices of Official Receiver, 6, Rutland-street, Swansea
Pyle, John ... ..	94, Windsor-road and 11, Angel-street, both in Neath, Glamorganshire	Greengrocer and Fruiterer	Neath ... ..	3 of 1886	3d.	First and Final	Dec. 2, 1886 ...	Offices of Official Receiver, 6, Rutland-street, Swansea

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Banwell, Edwin ...	Providence-buildings, Pontyvain, Monmouthshire	Grocer ... ..	Newport, Mon. ...	38 of 1886	2s.	First	Dec. 1, 1886 ...	Office of Official Receiver in Bankruptcy, 12, Tredegar-place, Newport, Mon.
Lyons, John ...	Oakfield Inn, Cwmbran, Monmouthshire ...	Innkeeper ... ..	Newport, Mon. ...	35 of 1886	7d.	First and Final	Dec. 3, 1886 ...	Office of Official Receiver in Bankruptcy, 12, Tredegar-place, Newport, Mon.
Vaughan, James ...	Bridge-street, Usk, Monmouthshire ...	Grocer and Baker ...	Newport, Mon. ...	42 of 1886	1s. 8½d.	First and Final	Dec. 1, 1886 ...	Office of Official Receiver in Bankruptcy, 12, Tredegar-place, Newport, Mon.
Peayle, Arthur Howard...	Briston, Norfolk ... ..	Farmer ... ..	Norwich ... ..	16 of 1886	1s. 9½d.	First and Final	On and after Nov. 27, 1886	At the Office of the Official Receiver, 8, King-street, Norwich
Bridgwater, Edmund Lambert Whele	96, Hill Top, West Bromwich, Staffordshire	Chemist and Druggist ...	Oldbury ...	33 of 1886	1s. 7d.	First and Final	Nov. 29, 1886 ...	The Offices of Luke Jesson Sharp, Official Receiver, Birmingham
Pontin, George ...	Havant, Hants ... ..	Builder and Carpenter ...	Portsmouth ...	32 of 1885	1s. 5d.	First and Final	Nov. 29, 1886 ...	46, St. James's-street, Portsmouth
Ryding, Henry ...	Plough Inn, Pope-lane, Penwortham, near Preston	Beerseller, Wheelwright, and Blacksmith	Preston ... ..	4 of 1886	3s. 9d.	First Instalment of Composition	Nov. 26, 1886 ...	At the Official Receiver's Office, 14, Chapel-street, Preston
Faulkner, Alfred Morland	The Shades Inn, Gun-street, Reading, Berkshire	Licensed Victualler ...	Reading ... ..	8 of 1886	3s. 2d.	First and Final	Nov. 30, 1886 ...	The Official Receiver's Office, 109, Victoria-street, Westminster
Nicholson, Walter ...	215, Cheetham Hill-road, Manchester, Lancashire	Painter, Paper Hangar, and Decorator	Salford ... ..	26 of 1885	3s. 9½d.	First and Final	Nov. 29, 1886 ...	The Official Receiver's Offices, Ogden's Chambers, Bridge-street, Manchester
Barr, Robert (trading as Barr and Co.)	41, High-street and 20, Gorse-lane, both in Swansea, Glamorganshire	Tailor ... ..	Swansea ... ..	7 of 1886	2s. 2½d.	First and Final	Dec. 2, 1886... ..	Offices of Official Receiver, 6, Rutland-street, Swansea
Griffiths, David ...	Pentre, Swansea, Glamorganshire ... ..	Grocer and Tinman ...	Swansea ... ..	33 of 1885	10½d.	First and Final	Dec. 2, 1886 ..	Offices of Official Receiver, 6, Rutland-street, Swansea
Gunning, Fanny (trading as Fanny Bevan)	Adelaide Hotel, Adelaide-street, Swansea, Glamorganshire	Innkeeper (trading separately from her Husband, Robert Harding Gunning)	Swansea ... ..	9 of 1886	10½d.	First and Final	Dec. 2, 1886... ..	Offices of Official Receiver, 6, Rutland-street, Swansea

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First or Final, or Otherwise.	When Payable.	Where Payable.
Avery, Charles ... ..	Thorn Falcon, Somersetshire ... ..	Farmer ... ..	Taunton ... ..	8 of 1885	5s. 6d.	Second	On and after Nov. 29, 1886	At the Offices of the Trustee, Richard Southcott, Chartered Accountant, 1, Post-office-street, Exeter
Balman, Albert Richard	Wiveliscombe, Somersetshire ... ..	Carrier ... ..	Taunton ... ..	13 of 1885	1s. 3d.	Second	On and after Nov. 29, 1886	At the Offices of the Trustee, Richard Southcott, Chartered Accountant, 1, Post-office-street, Exeter
Morry, Francis ... ..	Oswestry, Shropshire ... ..	Grocer and Provision Dealer	Wrexham ... ..	9 of 1885	8d.	Second	Dec. 3, 1886...	Crypt-chambers, Chester
Turner Isaac ... ..	The Barley Corn Inn, Town-street, Armley, near Leeds, Yorkshire	Licensed Victualler ...	Leeds ... ..	15 of 1886	1s. 11d,	...	July 10, 1886 ...	1, Bond-street, Leeds

*The following Amended Notice is substituted for that published in the London Gazette of the 29th June, 1886.*



APPLICATIONS FOR DEBTORS' DISCHARGE.

No 25649.

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Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Bloomfield, Charles ... ..	106, High-street, West Norwood, and 5, Gloucester-street, West Norwood, both in Surrey	Bootmaker ... ..	High Court of Justice in Bankruptcy	1085 of 1886	Jan. 12, 1887, 11 A.M.
Cunningham, John ... ..	21, Austin Friars, London ... ..	Clerk ... ..	High Court of Justice in Bankruptcy	537 of 1885	Jan. 12, 1887, 11 A.M.
Newth, Henry Charles ... ..	7, North-place, West-square, St. George's-road, Southwark, Surrey	Wood Turner ... ..	High Court of Justice in Bankruptcy	203 of 1886	Dec. 21, 1886, 11 A.M.
Olivier, Henry Joseph ... ..	41, Old-street, Middlesex ... ..	Bag Manufacturer, trading with Samuel Percy Wilkinson, as Olivier and Wilkinson	High Court of Justice in Bankruptcy	616 of 1886	Jan. 13, 1887, 11 A.M.
Holmes, David ... ..	56, Great Russell-street, Bradford, formerly residing at 33, Dorset-street, and trading at Holme Top Mill, both in Little Horton, Bradford	Worsted Spinner ... ..	Bradford ... ..	16 of 1886	Jan. 11, 1887
Cima, Giuseppe ... ..	77, High-street, Cheltenham, Gloucestershire ...	Cook and Confectioner ... ..	Cheltenham ... ..	11 of 1885	Jan. 14, 1887, 12 noon
Tomes, George ... ..	11, Westgate-street, Gloucester ... ..	Boot and Shoe Maker ... ..	Gloucester ... ..	14 of 1886	Jan. 18, 1887
Wehner, Paul Carl Frederick ... ..	100, Portland-street, Manchester, residing at the Hollies, Sbarston, Cheshire, formerly trading with Henry William Roc, at 21, Chorlton-street, Manchester, as C. Wehner and Co.	General Merchant ... ..	Manchester ... ..	36 of 1886	Jan. 20, 1887, 11 A.M.

ORDERS MADE ON APPLICATION 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.
Forrester, Thomas Frederick	5, Coulter-road, the Grove, Hammer-smith, Middlesex, formerly 148, Lancaster-road, Notting Hill, Middlesex, 10, St. George's-road, Brighton, Sussex, 11, Catherstone-terrace, Clapham Common, Surrey, 43, Albemarle-street, Middlesex, and 42, Waterloo-street, Hove, Sussex	Commercial Traveller, formerly Mercantile Clerk, Journeyman Saddler, Club Secretary Saddler	High Court of Justice in Bankruptcy	258 of 1886	Oct. 29, 1886 ...	Discharge granted	
Holmes, Mary Anne ...	69, George-street, Portman-square, Middlesex	Dressmaker, Spinster ...	High Court of Justice in Bankruptcy	521 of 1886	Oct. 29, 1886 ...	Discharge suspended for three months. Bankrupt to be discharged as from the 29th day of January, 1887	Bankrupt having omitted to keep such books of account as are usual and proper in the business carried on by her, and as sufficiently disclosing her business transactions and financial position within the three years immediately preceding her bankruptcy
Keen, Edwin ...	41, North Audley-street, Grosvenor-square, Middlesex	Coach Builder ...	High Court of Justice in Bankruptcy	599 of 1886	Oct. 28, 1886 ...	Discharge suspended for six months. Bankrupt to be discharged as from the 28th day of April, 1887	Bankrupt omitting to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclosing his business transactions and financial position within the three years immediately preceding his bankruptcy, and continuing to trade after knowing himself to be insolvent
Pappa, D. G. ...	19, Upper George-street, Bryanston-square, Middlesex, and of the Stock Exchange, London	Gentleman ...	High Court of Justice in Bankruptcy	411 of 1886	Oct. 28, 1886 ...	Discharge suspended for six months. Bankrupt to be discharged as from the 28th day of April, 1887	Bankrupt brought on his bankruptcy by rash and hazardous speculations on the Stock Exchange
Roth, Julius ...	57, Old Kent-road, Surrey ...	Tailor ...	High Court of Justice in Bankruptcy	1141 of 1884	Oct. 26, 1886 ...	Discharge suspended for six months. Bankrupt to be discharged as from the 26th day of April, 1887	Bankrupt omitting to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclosing his business transactions and financial position within the three years immediately preceding his bankruptcy

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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.
Stares, James ... ..	78, Peckham Rye, Surrey ... ..	Baker ... ..	High Court of Justice in Bankruptcy	540 of 1886	Oct. 26, 1886 ...	Discharge suspended for twelve months. Bankrupt to be discharged as from the 26th day of October, 1887	Bankrupt having omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclosing his business transactions and financial position within the three years immediately preceding his bankruptcy, and having continued to trade after knowing himself to be insolvent
Strange, Frederick ...	46, Tachbrook-street, Pimlico, Middlesex, late 13, Churton-street, Pimlico, Middlesex, and 41, Stratton-ground, Westminster, Middlesex	Furniture Dealer, late Butcher and Provision Merchant	High Court of Justice in Bankruptcy	634 of 1886	Oct. 26, 1886 ...	Discharge suspended for 18 months. Bankrupt to be discharged as from the 26th day of April, 1888	Bankrupt omitting to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclosing his business transactions and financial position within the three years immediately preceding his bankruptcy, and that the bankrupt continued in trade after knowing himself to be insolvent
Hime, Harry Edward ...	Rose Hill, Llanrwst, Denbighshire ...	Artist ... ..	Bangor ... ..	19 of 1886	Nov. 1, 1886 ...	Discharge granted	
Bull, William Franklin (trading as W. F. Bull and Co.)	47 and 48, Castle-buildings, Windstreet, Swansea, and the Bath House Hotel, Norton-road, Mumbles, near Swansea, Glamorganshire	Wine, Ale, and Spirit Merchant, and Licensed Victualler	Swansea ... ..	21 of 1886	Oct. 27, 1886 ...	Discharge suspended for two months. Debtor to be discharged as from the 27th December, 1886	That debtor had omitted to keep proper books of account, and that he had continued to trade after knowing himself to be insolvent
Pope, Edward Collin (trading as E. C. Pope and Co.)	Kimberley-place and Quay, Falmouth, Cornwall	Sailmaker... ..	Truro... ..	10 of 1886	Oct. 14, 1886 ...	Discharge suspended for three months, and granted as from the 14th January, 1887	

ADJUDICATION ANNULLED.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Adjudication.	Date of Annulment.	Grounds of Annulment.
Mills, Robert ... ..	Bridge-street, Wye, Kent ... ..	Coffee-house Keeper ...	Canterbury ... ..	19 of 1886	April 6, 1886 ...	Nov. 19, 1886 ...	The creditors having been paid 20s. in the pound and interest

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Patteson, Henry Partridge...	44, Auriol-road, Kensington, Middlesex ...	Civil Servant ... ..	High Court of Justice in Bankruptcy	603 of 1886	Boulton, Paul Alfred	39A, King William-street, E.C.	Nov. 18, 1886
Vogler, Alfred Theodor ...	26, Cannon-street, London ... ..	Commission Agent ... ..	High Court of Justice in Bankruptcy	1058 of 1886	Collins, Ernest Henry	17, Ironmonger-lane, E.C....	Nov. 20, 1886
Walker, Jane... ..	Late 8, Arlington-street, Piccadilly, Middlesex, present residence not known	Widow ... ..	High Court of Justice in Bankruptcy	733 of 1886	Johnson, Augustus...	1, Warwick-street, W. ...	Nov. 18, 1886
Mutton, Charles ... ..	44, Russell-square and 79 and 80, King's-road, both in Brighton, Sussex	Lodging-house Keeper ...	Brighton ... ..	46 of 1886	Harper, Alfred Cotton	39, Crutched Friars, London, E.C.	Nov. 23, 1886
Ealding, Daniel ... ..	43, High-street, Folkestone, Kent ... ..	Cook and Confectioner ...	Canterbury ... ..	60 of 1886	Mannering, Edward	Dover, Miller ... ..	Nov. 23, 1886
Kitson, George ... ..	Warwick-road, Batley, and Batley Carr, Dewsbury, Yorkshire	Mason, Contractor, and Brickmaker	Dewsbury ... ..	52 of 1886	Carter, Fred....	Accountant, Dewsbury ...	Nov. 8, 1886
Young, Edward ... ..	Ashworth-terrace and Calder Bank Dye Works, Dewsbury, Yorkshire	Dyer ... ..	Dewsbury ... ..	53 of 1886	Oldroyd, Arthur ...	Drysalter, Dewsbury ...	Nov. 19, 1886
Rust, Henry James, and Smith, Edward Thomas (trading as H. J. Rust, Smith, and Co.)	Westgate-street, Gloucester Ripley Villa, Howard-street, Gloucester Westgate-street, Gloucester ... ..	Ironmongers ... ..	Gloucester ... ..	31 of 1886	Knox, George Walter	Hoole's - chambers, Bank-street, Sheffield	Nov. 23, 1886
Matthew, Josiah ... ..	Lately Onehouse, Aldham, and Hadleigh, Suffolk, now residing at Aldham, and carrying on business at Aldham and Hadleigh	Farmer ... ..	Ipswich ... ..	25 of 1886	Dixon, Spencer ...	Hatton-court, Ipswich ...	Nov. 24, 1886
Brown, Joseph Bennett ...	Residing at Caistor Villa, Halewood-road, Gateacre, near Liverpool, Lancashire, and trading at 9, Parker-street, Liverpool, also trading at 13, Parker-street, Liverpool, and at 1, Queen Anne-buildings, New Briggate, Leeds, Yorkshire, with James Thomas Waldron, as Brown, Waldron, and Co.	Ladies' and Children's Outfitter, Underclothing Manufacturer, and Merchant	Liverpool ... ..	142 of 1886	Rogers, Thomas Theodore	30, North John-street, Liverpool, Chartered Accountant	Nov. 23, 1886
Rutherford, Thomas... ..	Lately trading at 56, Regent-road, Bootle, and residing at 12, St. Alban's-road, Bootle, Lancashire	Timber Merchant ... ..	Liverpool ... ..	139 of 1886	Davidson, John William	48, Castle-street, Liverpool, Chartered Accountant	Nov. 19, 1886

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Urwin, John (trading as the Benwell Engineering Works Company)	Scotswood, Northumberland, and trading at Low Benwell, Northumberland	Engineer [... ..]	Newcastle-on-Tyne...	106 of 1886	Bowden, Thomas ...	42, Mosley-street, Newcastle-on-Tyne, Chartered Accountant	Nov. 23, 1886
Burton, William (trading as William Burton and Sons)	42, Lincoln-street, Basford, Nottingham ...	Plumber and Glazier ...	Nottingham...	92 of 1886	Leman, Thomas ...	Nottingham, Chartered Accountant	Nov. 24, 1886
Brewster, Joseph William ...	10, Chatham Intra, Rochester, and 2, Longley-road, Rochester, Kent	Oil and Colour Man ...	Rochester ...	28 of 1886	Allen, Edward ...	King Edward-road, Rochester, Accountant	Nov. 19, 1886
Ebby, Edmund John Batensby, and Blacklin, Richard James (trading as Ebby, Blacklin, and Co.) ...	West Hartlepool, county of Durham ...	Steamship Managers and Owners	Sunderland ...	18 of 1886	Feat, William Barclay	Royal Exchange, Middlesbrough	Nov. 23, 1886

ADMINISTRATION ORDERS IN THE CASE OF DECEASED DEBTORS.

Name of Deceased.	Address.	Description.	Date of Death.	Court.	No. of Matter.	Date of Order.	Date of Petition or Application for Transfer.	Act or Acts of Bankruptcy, if any, committed by Deceased within three months before the date of his Decease.	Whether Will or other Testamentary Disposition (with Date thereof), or Letters of Administration.	Date when Proved or Granted.
Waterman, John ...	Formerly Congelow's House, Yalding, Kent, late Ditton, Kent	Farmer ... ..	July 1, 1886	Maidstone ...	17 of 1886	Nov. 23, 1886	Nov. 4, 1886 ...	Transfer of proceedings under Section 125-4	Will, dated April 16, 1878	Aug. 3, 1886
Wilks, Henry Christopher	113, Regent-street, Leamington	Licensed Victualler	Sept. 2, 1886	Warwick ...	15 of 1886	Nov. 22, 1886	Nov. 22, 1886 ...	Consent of Administratrix	Letters of Administration	Nov. 10, 1886

NOTICE TO DEBTOR IN LIEU OF PERSONAL SERVICE OF BANKRUPTCY NOTICE AND PETITION, AND OF APPLICATION TO COMMIT FOR CONTEMPT OF COURT.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No.	Nature of Notice of which Substituted Service directed.	Date thereof.	If a Petition or Application to Commit, Date of Hearing.	Name and Description of Person giving Bankruptcy Notice or by whom Petition is Presented, or by whom Application to Commit is being made.
Batson, Edward ...	Southernhay, Kingskerswell, Devonshire	Gentleman ...	Exeter ...	60 of 1886	Creditors' Petition ...	Nov. 24, 1886 ...	Dec. 9, 1886, 2.30 P.M.	Edward Spencer Shapley and Giles Austin, 2, Strand, Torquay, Devonshire, Grocers, trading as Shapley and Austin, and John Thomas, Abbeyplace, Torquay aforesaid, Fishmonger

Pursuant to the Act and Rules, notices to the above effect have been received by the Board of Trade,  
JOHN SMITH, Inspector-General in Bankruptcy.

*All letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, Finsbury Street, Westminster.*

*Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.*

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Friday, November 26, 1886.

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