



# The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 24, 1891.

War Office, November 19, 1891.

THE Queen has been graciously pleased to give orders for the following promotions in, and appointments to, the Most Honourable Order of the Bath in recognition of the services of the undermentioned Officers during operations in Burmah, and during the late Hazara and Miranzai Expeditions :

To be Ordinary Members of the Military Division of the Second Class, or Knights Commanders of the said Most Honourable Order, viz. :—

Major-General William Kidston Elles, C.B., Commanding a First Class District, Bengal ; Colonel (having local and temporary rank of Brigadier-General) George Benjamin Wolseley, C.B., Aide-de-Camp to the Queen, Commanding a Second Class District, Madras ; and Lieutenant-Colonel and Colonel (having local and temporary rank of Brigadier-General) Henry Collett, C.B., Indian Staff Corps, Commanding a Second Class District, Bengal.

To be Ordinary Members of the Military Division of the Third Class, or Companions of the said Most Honourable Order, viz. :—

Lieutenant-Colonel and Colonel Robert Frederick Williamson, late Royal Welsh Fusiliers. Surgeon-Colonel Alexander Frederick Bradshaw, Medical Staff. Lieutenant-Colonel and Colonel Charles Pierson Cramer, half-pay. Lieutenant-Colonel and Colonel Arthur George Hammond, V.C., D.S.O., Aide-de-Camp to the Queen, Indian Staff Corps ; and Lieutenant-Colonel Alfred Gaselee, Indian Staff Corps.

The Queen has further been pleased to give orders for the following appointments to the Distinguished Service Order, and Promotions in the Army, in recognition of the Services of the undermentioned Officers during the late Zhob, Hazara, Miranzai, and Chin Hills Expeditions :

To be Companions of the Distinguished Service Order, viz. :—  
 Brigade Surgeon Robert Harvey, M.B., Indian Medical Service.  
 Lieutenant-Colonel James Keith, Royal Artillery.  
 Captain Frank Montagu Rundall, Indian Staff Corps.  
 Captain Alexander Herbert Mason, Royal Engineers.

Lieutenant Ernest William Stuart King Maconchy, Indian Staff Corps ; and  
 Lieutenant Richard Harman, Indian Staff Corps.

To be Major-General (Supernumerary), Indian Army, for Distinguished Service in the Field.

Colonel (having the local and temporary rank of Brigadier-General) Sir William Stephen Alexander Lockhart, K.C.B., C.S.I., Indian Army, Commandant Punjab Frontier Force. Dated 1st September, 1891.

BREVET.

To be Colonels.

Lieutenant-Colonel Augustus Henry Turner, Indian Staff Corps.  
 Lieutenant-Colonel Celadon Charles Brownlow, Indian Staff Corps.  
 Lieutenant-Colonel Patrick Douglas Jeffreys, half-pay, Assistant Adjutant-General, Bengal.  
 Lieutenant-Colonel Edward Joseph de Lautour, Royal Artillery.

To be Lieutenant-Colonels.

Major Vaughan Jenkins, the Duke of Wellington's (West Riding Regiment), Assistant Adjutant-General, Bengal.

Major Charles Comyn Egerton, D.S.O., Indian Staff Corps, Assistant Adjutant-General, Punjab Frontier Force.

Major William Terence Shone, D.S.O., Royal Engineers.

To be Majors.

Captain Claude Frederick Gambier, Indian Staff Corps.

Captain Percy William Albert Alfred Milton, the King's Own (Yorkshire Light Infantry).

Captain Edwin Capel Currie Sandys, Indian Staff Corps.

Captain Alfred Robert Martin, Indian Staff Corps.

Captain Hugh Frederick Lyons-Montgomery, Indian Staff Corps.

Captain William du Gard Gray, Indian Staff Corps.

These brevet promotions to bear date of 1st September, 1891.

Board of Green Cloth, November 20, 1891.

THE Queen has been pleased to appoint Walter Charles Gordon-Lennox, Esq., M.P. (commonly called Lord Walter Charles Gordon-Lennox), to be Treasurer of Her Majesty's Household, in the room of the Right Honourable William, Earl of Radnor, resigned.

*Lord Chamberlain's Office, St. James's Palace,  
November 24, 1891.*

THE Queen has been pleased to appoint Henry George, Lord Burghley, to be Vice-Chamberlain in Ordinary to Her Majesty, in the room of William Heneage, Earl of Dartmouth, resigned.

*St. James's Palace, November 23, 1891.*

THE Queen has been pleased to appoint the Reverend Doctor Carl Wilhelm Schoell to be Chaplain of Her Majesty's German Protestant Chapel, St. James's Palace, in the room of the Reverend Doctor Walbaum, deceased.

[The following is substituted for the Notification which appeared in the Gazette of the 7th of August last, respecting Mr. F. W. Were.]

*Foreign Office, July 31, 1891.*

THE Queen has been pleased to approve of Mr. F. W. Were as Danish Consul-General at Melbourne, Victoria.

*Whitehall, November 23, 1891.*

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, granting unto the Most Honourable Frederick Temple, Marquess of Dufferin and Ava, K.P., G.C.B., G.C.M.G., G.C.S.I., G.C.I.E., the office of Constable of Her Majesty's Castle of Dover, and also the office of Warden and Keeper of Her Majesty's Cinque Ports, and the office of Admiralty within the said Cinque Ports, in the room of the Right Honourable William Henry Smith, deceased.

*The Prince of Wales's Council Chamber,  
Buckingham Gate, November 24, 1891.*

THE names of the Gentlemen who have been nominated to serve the office of Sheriff of the county of Cornwall:—

Edward William Brydges-Willyams, of Carnanton, St. Columb, Esq.

Sir William Lewis Salusbury Trelawny, of Trelawne, Liskeard, Bart.

John Bevell Fortescue, of Boconnoc, Lestwithiel, Esq.

*Education Department, Whitehall,  
November 23, 1891.*

THE Lords of the Committee of the Privy Council on Education have issued an order this day for the formation of a School Board in the undermentioned Parish:—

Cloughton ... .. York

(H. 7153.)

*Board of Trade (Harbour Department),  
London, November 20, 1891.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Telegram, dated 19th November, 1891, from Her Majesty's Representative at Buenos Aires:—"Santos, Brazil, declared infected yellow fever, all Brazilian ports suspected."

(H. 7154.)

*Board of Trade (Harbour Department),  
London, November 20, 1891.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy

of the following Telegram, dated 19th November, 1891, from Her Majesty's Representative at Madrid:—"Arrivals in Spanish ports from Santos, Brazil, subject to observation."

*Admiralty, 20th November, 1891.*

*Royal Naval Reserve.*

Sub-Lieutenant Arthur Ovington Cooper to be Lieutenant. Dated 15th November, 1891.

*Admiralty, 23rd November, 1891.*

Engineer George Goodwin Goodwin has been promoted to the rank of Chief Engineer in Her Majesty's Fleet. Dated 25th October, 1891.

*War Office, Pall Mall,*

*24th November, 1891.*

1st Dragoons, Second Lieutenant J. M. Benett-Stanford to be Lieutenant, vice T. E. Harrison, resigned. Dated 18th November, 1891.

11th Hussars, Major Charles Edward Swaine to be Lieutenant-Colonel, vice Colonel C. V. Verelst, placed on half-pay. Dated 19th November, 1891.

Captain Lord Edmund B. Talbot to be Major, vice C. E. Swaine. Dated 19th November, 1891.

Lieutenant Boyce Combe to be Captain, vice Lord E. B. Talbot. Dated 19th November, 1891.

#### REGIMENTAL DISTRICTS.

Lieutenant-Colonel and Colonel John Rudge, on completion of five years' service in command of the 10th Regimental District (the Lincolnshire Regiment), is placed on half-pay. Dated 27th November, 1891.

Lieutenant-Colonel and Colonel Montgomery Williams, on completion of five years' service in command of the 100th Regimental District (the Prince of Wales's Leinster Regiment, Royal Canadians), is placed on half-pay. Dated 25th November, 1891.

#### LINE BATTALIONS.

*The Royal Scots (Lothian Regiment).* Captain Victor A. Farquharson to be Major, vice H. Gardner, retired. Dated 15th November, 1891.

Captain George C. Peard retires on retired pay. Dated 25th November, 1891.

*The Norfolk Regiment,* Captain Philip C. W. Trevor is seconded for service in the Ordnance Store Department. Dated 10th November, 1891.

*The Devonshire Regiment,* Captain Philip U. W. Vigers is seconded for service as an Adjutant of Volunteers. Dated 6th October, 1891.

*The Leicestershire Regiment,* Captain George D. Carleton to be Major, vice T. F. H. De Burgh, promoted Lieutenant-Colonel on half-pay. Dated 15th November, 1891.

*The Royal Irish Regiment,* Gentleman Cadet Edward Francis Milner, from the Royal Military College, to be Second Lieutenant, in succession to Lieutenant F. A. Andrew, seconded. Dated 25th November, 1891.

*The Lancashire Fusiliers,* Second Lieutenant E. A. W. Courtney to be Lieutenant, vice W. H. Norris, deceased. Dated 12th September, 1891.

Gentleman Cadet Henry Gresham Forbes Sargent, from the Royal Military College, to be Second Lieutenant, in succession to Lieutenant H. S. Shaw, seconded. Dated 25th November, 1891.

*The Royal Welsh Fusiliers*, Supernumerary Captain Sir R. A. W. Colleton, Bart., to be Captain, vice F. de C. Helbert Helbert, placed on temporary half-pay on account of ill-health. Dated 18th November, 1891.

*The South Wales Borderers*, Second Lieutenant W. H. F. Basevi to be Lieutenant, vice T. F. Kelly, resigned. Dated 18th November, 1891.

*The King's Own Scottish Borderers*, Second Lieutenant E. Q. Robertson to be Lieutenant, vice G. H. Bell, seconded. Dated 4th August, 1891.

*The Cameronians (Scottish Rifles)*, Lieutenant Leslie D. Blackburn to be Adjutant, vice Lieutenant E. H. S. Twyford, who has completed his period of service in that appointment. Dated 20th November, 1891.

*The Worcestershire Regiment*, Second Lieutenant B. F. B. Stuart to be Lieutenant, vice G. W. Lewis, promoted. Dated 2nd September, 1891.

*The East Lancashire Regiment*, Captain Claude Arthur Bray is seconded for service in the Army Pay Department. Dated 25th November, 1891.

Lieutenant Henry John Martin to be Captain, vice J. H. Hale, seconded. Dated 21st October, 1891.

*The Dorsetshire Regiment*, Lieutenant-Colonel and Colonel William P. Hodnett, on completion of four years' service in command of a Battalion, is placed on half-pay. Dated 19th November, 1891.

*The Prince of Wales's Volunteers (South Lancashire Regiment)*, Captain Hugh E. Grimes retires from the Service receiving a gratuity; with permission to retain his rank and to wear the prescribed uniform. Dated 25th November, 1891.

*The Welsh Regiment*, Major Sir Dudley G. A. Duckworth-King, Bart., retires on retired pay. Dated 25th November, 1891.

Captain Henry Charles B. Gray, from the Royal Dublin Fusiliers, to be Major, vice Sir D. G. A. Duckworth-King, Bart. Dated 25th November, 1891.

*Princess Charlotte of Wales's (Royal Berkshire Regiment)*, Captain William K. McClintock is seconded whilst employed with Colonial Forces, Queensland. Dated 6th November, 1891.

*The Duke of Cambridge's Own (Middlesex Regiment)*, Lieutenant Evelyn W. M. Norie to be Captain, vice R. W. Graham, seconded. Dated 10th November, 1891.

Second Lieutenant H. G. W. Chandler to be Lieutenant, vice E. W. M. Norie. Dated 10th November, 1891.

*The King's Royal Rifle Corps*, Captain Hubert Cornwall Legh is seconded for service as an Adjutant of Volunteers. Dated 4th November, 1891.

Lieutenant H. Seymour Rawlinson to be Captain, vice H. C. Legh. Dated 4th November, 1891. The undermentioned Second Lieutenants to be Lieutenants:—

H. A. W. Briscoe, vice C. F. Sewell, promoted. Dated 21st October, 1891.

J. E. Rhodes, vice H. S. Rawlinson. Dated 4th November, 1891.

Gentleman Cadet the Honourable Reginald Cathcart, from the Royal Military College, to be Second Lieutenant, vice J. E. Rhodes. Dated 25th November, 1891.

*The Manchester Regiment*, The promotion to the rank of Lieutenant of Second Lieutenant H. A. Harington is antedated to 14th July, 1891; vice J. L. C. Stevens, seconded.

Second Lieutenant J. F. Finnis to be Lieutenant, vice V. N. Fitz Gibbon, resigned. Dated 21st October, 1891.

*The York and Lancaster Regiment*, Captain Frederick Kershaw resigns the appointment of Adjutant. Dated 25th November, 1891.

*The Durham Light Infantry*, The undermentioned Lieutenants to be Captains. Dated 1st October, 1891:—

H. De Beauvoir De Lisle, D.S.O., vice F. G. Kenyon-Slaney, seconded.

Charles Edward Wilson, Adjutant, to complete establishment.

Second Lieutenant E. B. Hales to be Lieutenant, vice H. De B. De Lisle, D.S.O. Dated 1st October, 1891.

*The Royal Irish Rifles*, Captain Hugh H. Stewart retires from the Service receiving a gratuity. Dated 25th November, 1891.

*The Connaught Rangers*, Lieutenant G. H. Ford-Hutchinson to be Captain, vice N. A. D. Barton, seconded. Dated 2nd November, 1891.

Second Lieutenant W. A. Hamilton to be Lieutenant, vice G. H. Ford-Hutchinson. Dated 2nd November, 1891.

The appointment to a Second Lieutenantcy of Gentleman Cadet E. F. Milner, from the Royal Military College, which was notified in the Gazette of 6th November, 1891, is cancelled.

*Princess Louise's (Argyll and Sutherland Highlanders)*, Lieutenant R. de Crespigny Boyd to be Adjutant, vice Captain S. L. Robinson, whose period of service in that appointment has expired. Dated 22nd November, 1891.

*The Prince of Wales's Leinster Regiment (Royal Canadians)*, Captain John Shakespear, D.S.O., is seconded for service as Superintendent of the South Lushai Hills District. Dated 14th July, 1891.

*The West India Regiment*, Lieutenant-Colonel Allan Saunders, from half-pay, to be Lieutenant-Colonel, vice C. G. Loveridge, retired. Dated 25th November, 1891.

*Medical Staff*, Surgeon-Captain Thomas Moynihan retires on temporary half-pay on account of ill-health. Dated 25th November, 1891.

*Ordnance Store Department*, The undermentioned Officer has been temporarily attached for duty. Dated 10th August, 1891:—

Captain P. C. W. Trevor, the Norfolk Regiment.

#### MEMORANDA.

Colonel M. W. E. Gosset, C.B., from Assistant Adjutant-General, is placed on half-pay on appointment to the Staff in India. Dated 29th October, 1891.

Colonel Frederick J. G. Murray, from Lieutenant-Colonel half-pay, is placed on retired pay. Dated 24th November, 1891.

Brevet Lieutenant-Colonel I. S. M. Hamilton, D.S.O., from Major, the Gordon Highlanders, is granted the substantive rank of Colonel in the Army as Assistant Adjutant-General for Musketry, Bengal. Dated 25th November, 1891.

Major A. C. Talbot, C.I.E., Indian Staff Corps, is granted the local rank of Lieutenant-Colonel whilst officiating Political Resident in Persia. Dated 26th March, 1891.

The undermentioned Quartermasters and Honorary Captains, retired pay, are granted the honorary rank of Major. Dated 25th November, 1891 :—

Patrick O'Leary.  
Richard Croisdale.

#### RESERVE OF OFFICERS.

Honorary Major W. N. Conyers-d'Arcy, late Captain, 3rd Battalion, the King's Own (Yorkshire Light Infantry), to be Captain. Dated 25th November, 1891.

**GENERAL ORDER** of the Local Government Board: 4 and 5 Will. IV, c. 76, s. 40: Mode of taking Votes of Ratepayers and Owners of Property :—

To the Overseers of the Poor of the several Parishes in England and Wales ;—

And to all others whom it may concern.

WHEREAS by Section 40 of the Poor Law Amendment Act, 1834 (hereinafter referred to as "the Act of 1834"), it is enacted that wherever the consent of the Owners of Property or Ratepayers in any Parish shall be required for any of the purposes of that Act, except when otherwise expressly provided for in that Act, the votes of such Owners and Ratepayers shall be given or taken in writing, collected, and returned in such manner as the Poor Law Commissioners (now the Local Government Board) shall direct ;

And whereas by Section 3 of the Union and Parish Property Act, 1835 (hereinafter referred to as "the Act of 1835"), it is provided that no sale or exchange or letting of any Workhouses, Tenements, Buildings, or Land of any Parish shall take place by virtue of the powers contained in that Section, except with the consent of a majority of the Ratepayers of such Parish, and of the Owners of Property therein, entitled to vote under and by virtue of the Act of 1834, assembled at a Meeting to be duly convened and held for the purpose, after public notice of the time and place and purpose of holding such Meeting shall have been given in like manner as Notices of Vestry Meetings are published and given, such majority to be ascertained in manner provided by the Act of 1834 ; but by Section 8 of the Poor Law Act, 1889, (hereinafter referred to as "the Act of 1889"), it is provided that no consent other than that of the Local Government Board shall be required to the sale or exchange or letting by the Board of Guardians of any Separate Parish of any Workhouse, Tenements, Buildings, or Land belonging to such Parish ;

And whereas by virtue of Section 1 of the Sale of Exhausted Parish Lands Act, 1876, the consent of the Ratepayers and Owners of Property in the Parish, as set forth in Section 3 of the Act of 1835, is required to the sale of Land allotted to or otherwise acquired by a Parish, for the purpose of the supply of materials for the repair of the public roads and highways in such Parish, and also for the repair of private roads therein, or for some other purpose, public or private, the materials in which Land are exhausted, or are not suitable or required ;

And whereas in cases where the consent of the Owners of Property and Ratepayers in a Parish is required to be given to a conveyance of Land belonging to a Parish under the provisions of Section 7 of the Open Spaces Act, 1887, the same is to be given in manner provided by the Act of 1835 ;

Now therefore, in pursuance of the powers

given to Us by the Statutes in that behalf, We, the Local Government Board, by this Our Order, direct that whenever the consent of Ratepayers of a Parish, or part of a Parish, and of Owners of Property therein, is required to the sale, exchange, letting, grant, or conveyance of any Workhouses, Tenements, Buildings, Land, or Property of such Parish, or of any part of such Parish, under the provisions of the Act of 1835, as amended by the Act of 1889, the Sale of Exhausted Parish Lands Act, 1876, or the Open Spaces Act, 1887, the votes of such Ratepayers or Owners shall be given or taken in writing, collected, and returned in manner following ; that is to say,—

**ARTICLE I.**—The Overseers of the Poor of the Parish to which or to part of which the property belongs shall cause public notice of the time, place, and purpose of holding the Meeting, according to a Form to be supplied by Us, to be given in like manner as Notices of Vestry Meetings are published and given.

**ARTICLE II.**—On the day appointed for the holding of the Meeting, a Resolution according to a Form to be supplied by Us, having been duly proposed and seconded, and entered in a book to be provided for the purpose by the Overseers, the Ratepayers and Owners of Property lawfully entitled to vote on the question, and desirous of voting, shall write their names in such book, on alternate pages whereof the affirmative and the negative of the proposal shall respectively be written, and at the close of the Meeting the number of votes entered therein, calculated according to the scale of votes by law allowed in this behalf, shall be cast up by the Overseers, and the Chairman of such Meeting shall, at the hour appointed for closing the Meeting, declare the said proposal to be carried or lost, according as there may be a majority of the votes in the affirmative or in the negative, unless some Ratepayer or Owner of Property lawfully entitled to vote shall demand that the voting be continued for another day, in which case the Chairman shall adjourn the Meeting to such hour of such day and to such place as he shall determine, and he shall, at the time of the adjournment, fix and announce the hour at which the voting will close.

**ARTICLE III.**—At the adjourned Meeting the persons entitled to vote and desirous of voting shall record their votes in the said book in manner aforesaid ; and, at such hour in the afternoon of that day as shall have been fixed as aforesaid, the voting shall be closed, and the number of votes, calculated as aforesaid, shall be cast up by the Overseers, and the Chairman of the adjourned Meeting shall declare the proposal to be carried or lost, according as there may be a majority of the total number of votes in the affirmative or in the negative.

**ARTICLE IV.**—Any person voting, if unable to write his or her name, shall make his or her mark in the said book, which mark shall be attested by the Chairman of the Meeting or by one of the Overseers.

**ARTICLE V.**—The Overseers shall, as soon as practicable after the result has been declared by the Chairman, communicate it to Us.

**ARTICLE VI.**—The term "Parish" means any place for which a separate poor rate is or can be made, or for which a separate Overseer is or can be appointed, and for the purposes of the Sale of Exhausted Parish Lands Act, 1876, shall mean a Parish as defined by Section 7 of that Act.

The term "Overseers" includes any person or body of persons performing the duties of Over-

seers, so far as regards the assessment, making, and collecting of Poor Rates.

Given under the Seal of Office of the Local Government Board, this twentieth day of November, in the year one thousand eight hundred and ninety-one.

L. S.

Chas. T. Ritchie,  
President.

C. N. Dalton, Assistant Secretary.

### 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 Monday, the 30th instant, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £2,000,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 5th December, 1891, and will be payable at three months, or six months, or twelve months, after date (at the option of the persons tendering), viz. :—on the 5th March, or 5th June, or 5th December, 1892, 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 Tuesday, the 1st proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than one o'clock, on Saturday, the 5th proximo.

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

Treasury Chambers, November 24, 1891.

### (PLEURO-PNEUMONIA.)

By the Board of Agriculture.

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under The Board of Agriculture Act, 1889, and The Contagious Diseases (Animals) Acts, 1878 to 1890, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The Place described in the Schedule to this Order is hereby declared to be a Place infected with pleuro-pneumonia.

2. This Order shall take effect from and immediately after this twenty-third day of November, one thousand eight hundred and ninety-one.

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

L. S.

G. A. Leach,  
Secretary.

### SCHEDULE.

A Place comprising the byres situate at Munro's-place, Cannon Mills, in the burgh of

Edinburgh, in the occupation of Mr. William Duncan.

Civil Service Commission, November 24, 1891.

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

November 19, 1891.

#### AFTER OPEN COMPETITION.

Second Division: Clerk, James Putnam.

Census Office, England: Temporary Clerk, Frederick David Beckerson.

Customs: Out-door Officer, Theodore Attwooll.

Inland Revenue: Assistant of Excise, William Francis Shinn.

Post Office: Female Clerk, London, Eliza Lillie Lumsden.

#### WITHOUT COMPETITION.

Census Office, Ireland: Clerks, Patrick Wynne Griffin, Frederick Scales.

Ecclesiastical Commission: Keepers of Papers, Deeds, Maps, &c. (Junior Grade), Arthur Body, Charles Leago Hart, Henry John Hosgood.

Military Prisons Department: Assistant Warder, Cape Town, James Brown.

Post Office: Postmen, London, Frederick Charles Bértie Boston, John Bryant.

Skilled Lineman, William Weaver.

Sorting Clerks and Telegraph Learners, James Boyd (York), Letitia Cooper (Newtownards), Helen Theresa Denniss (Worthing), Maud Mary Hills (Sudbury, Suffolk), Thomas McGowan Hole (Cardiff), Harry Douglas McDonald (Tunbridge Wells), John James Owens (Cardiff), Jennie Wells Patterson (Halifax), Frederick Theobald Pressler (Chorley), Maud Rickus (Northwich).

Postmen, Thomas Walter William Barber (Halesworth), Bethel Fowler (Nottingham), Alexander Jackson (Stirling), William James McLaughlin (Londonderry), Ambrose William Henry Norrish (Birmingham), John O'Hara (Sligo), Cornelius O'Neill (Bandon).

November 20, 1891.

#### AFTER OPEN COMPETITION.

Second Division: Clerk, William Clark Munro.

Post Office: Female Clerks, London, Mabel Gertrude Robinson, Barbara Jane Thwaits.

Telegraph Learner, Dublin, James Sullivan.

#### WITHOUT COMPETITION.

Prisons Department, England: Subordinate Officer, Division I, Richard John Nicholas.

Public Record Office, England: Workman, George William Thompson.

Post Office: Sorter, London, Lewis William Bell.

Postmen, London, Edmund John Carr, George Elcome, Charles Knee Morris, James Thomas Offin.

Porters, London, Edmund Couch, James William Gurney, John Ryan.

Skilled Mechanic, David Percy Reid.

Sorting Clerks and Telegraph Learners, Manchester, Alice Mary Issha Marsh, Charles Henry Parton, Ethel Stott, Herbert Taylor.

Sorting Clerks and Telegraph Learners, Herbert Blackshaw (Bedford), George Thornton Fisher (Ashton-under-Lyne), John Nash (York), William Henry Screeton (Hull), Arthur James Smith (Wellington), Samuel Walbank (Bingley), Albert Isaac Wyer (Gainsborough)

*Postmen*, Walter Thomas Evans (Birmingham), Alfred Francis Lloyd Fevre (Tunbridge Wells), Richard Holmes (Tullamore), Albert Edward King (Newport, Isle of Wight), James McCulloch (Girvan), William Henry White (Nottingham), Alfred Ernest Winspear (Birmingham).

November 21, 1891.

AFTER OPEN COMPETITION.

*Customs: Out-door Officers*, Harry Leonard Darby, Michael Molony.

*Inland Revenue: Assistant of Excise*, Thomas Tulloch Gair.

WITHOUT COMPETITION.

*Office of Works: Gatekeeper in Hyde Park*, George Helyer.

*Post Office: Postman, London*, William Tucker.  
*Skilled Mechanic*, Fred Myers Blackburn.  
*Sorting Clerks and Telegraph Learners*, Frederick George Joy (Manchester), Joseph Sewell Yeo (Liverpool).  
*Postman, Cardiff*, William Summerhayes.

### NOTICES TO MARINERS.

(Nos. 537 to 557 of the year 1891.)

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

#### No. 537.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MAINE.

*Fog Signal at Mount Desert Rock Lighthouse.*

THE United States Government has given notice, that on 30th November, 1891, a fog trumpet will be established at Mount Desert Rock Lighthouse, which, during thick or foggy weather, will give blasts of seven seconds duration, with intervals of forty seconds between the blasts.

Approximate position, lat.  $43^{\circ} 58' N.$ , long.  $68^{\circ} 8' W.$

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Bay of Fundy to Block Island, No. 2492; Gouldsborough Bay to Little Spoon Island, No. 908. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1891, No. 518; and Sailing Directions for the Principal Ports of the United States, 1882, page 20.

#### No. 538.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—VIRGINIA.

*Temporary Alteration in Winter Quarter Shoal Light-vessel.*

WITH reference to Notice to Mariners, No. 379 of 1891:—

The United States Government has given notice, dated 17th October 1891, that the temporary Light-vessel "Drift" had broken from her moorings south-eastward of Winter Quarter Shoal:—

Also, that on 17th October, 1891, the steam tug "Argus" was placed in position south-eastward of Winter Quarter Shoal, and will remain until replaced by Light-vessel No. 45.

The "Argus" exhibits one fixed red light from the foremast head, and no other lights. The vessel is schooner rigged; hull black, bulwarks yellow; name on each bow; funnel yellow, with red star on side.

During thick or foggy weather, a steam whistle will give blasts of five seconds duration, with two intervals of ten seconds, and one interval of ninety seconds (similar to the fog signal of No. 45

Light-vessel). If whistle is disabled, a bell will be sounded by hand.

Approximate position, lat.  $37^{\circ} 57' N.$ , long.  $70^{\circ} 5\frac{1}{2}' W.$

This Notice temporarily affects the following Admiralty Chart:—Great Egg Harbour to Albatross Sound, No. 266. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1891, No. 766; Sailing Directions for the Principal Ports of the United States, 1882, page 159; and Hydrographic Notice, No. 7 of 1888, relating to Principal Ports of the United States, page 23.

#### No. 539.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

GULF OF MEXICO.—YUCATAN—NORTH-WEST COAST.

*Shoal Reported Northward of Palmas Point.*

THE United States Government has given notice, dated 6th October, 1891, that Mr. Brinch, commanding the barque "Imperieuse," reports that on 6th May, 1891, that vessel was lost on a shoal lying about three miles northward of Palmas Point. The shoal, composed of coral, and small in extent, has about nine feet water on it, with  $3\frac{1}{2}$  fathoms close in shore of it.

Approximate position, as given, lat.  $21^{\circ} 5' N.$ , long.  $90^{\circ} 20' W.$

NOTE.—On Admiralty Chart, Coast of Yucatan, No. 1205, it is already stated that "Several shoals are reported near the 5-fathoms line off Palmas Point."

This Notice affects the following Admiralty Charts:—Gulf of Mexico, No. 392; Coast of Yucatan, No. 1205. Also, West India Pilot, Vol. I, 1883, page 379.

#### No. 540.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—RHODE ISLAND.

NARRAGANSETT BAY.

*Castle Hill Lighthouse—Intended Discontinuance of Fog Signal.*

THE United States Government has given notice, that on 30th November, 1891, the fog bell at Castle Hill Lighthouse, east side of Eastern Passage, Narragansett Bay, will be discontinued.

Approximate position, lat.  $41^{\circ} 28' N.$ , long.  $71^{\circ} 22' W.$

This Notice affects the following Admiralty Charts:—Nantucket Shoals to Block Island, No. 2890; Narragansett Bay, No. 2892. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1881, No. 630a; and Sailing Directions for the Principal Ports of the United States, 1882, page 92.

#### No. 541.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MARYLAND.—CHESAPEAKE BAY—ANNAPOLIS ROAD.

*Fixed Light and Fog Signal on Greenbury Point Shoal, and Discontinuance of Greenbury Point Light.*

THE United States Government has given notice, that on 15th November, 1891, a light will be exhibited from a lighthouse recently erected in about nine feet water, on the south extreme of the shoal extending from Greenbury Point, north side of entrance to Annapolis Harbour:—

The light will be a fixed white light of the fourth order, elevated 40 feet above high water, and should be visible in clear weather from a distance of about 11 miles.

The lighthouse consists of an iron screw pile

foundation, painted brown, surmounted by a white hexagonal frame dwelling, with black lantern. It is situated with Greenbury Point Lighthouse bearing N.  $\frac{1}{2}$  W., distant  $\frac{3}{4}$  of a mile.

Approximate position, lat.  $38^{\circ} 58' 5''$  N., long.  $76^{\circ} 27' W.$

Also, that during thick or foggy weather, a bell, struck by machinery, will be sounded twice (double blow) every ten seconds.

Also, that on the exhibition of the abovementioned light, Greenbury Point Light will be discontinued.

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, Nos. 355*b*, 2843*a*. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1891, Nos. 806, 806\*; and Sailing Directions for the Principal Ports of the United States, 1882, page 171.

#### No. 542.—NORTH SEA AND BALTIC STATIONS.

##### ENGLAND—EAST COAST.

##### *Coquet Island High Light—Alteration in Character.*

WITH reference to Notice to Mariners, No. 430 of 1891, and previous Notice:—

The Trinity House, London, has given further notice, dated 28th October, 1891, that the alteration in Coquet Island High Light has been carried out:—

Coquet Island High Light is an intermittent light, suddenly eclipsed for about two and a half seconds every minute. It shows white seaward from the bearing of N.  $4^{\circ} E.$ , through west, to S.  $18^{\circ} W.$ ; red from S.  $18^{\circ} W.$  to S.  $1^{\circ} W.$ ; from S.  $1^{\circ} W.$ , through east, to N.  $35^{\circ} E.$ , (towards the land) a white light of less power is visible; and from N.  $35^{\circ} E.$ , to N.  $4^{\circ} E.$  it shows red.

The low light on Coquet Island remains a fixed light, showing as heretofore.—White from N.  $24^{\circ} W.$  to N.  $9^{\circ} W.$ , and red from N.  $9^{\circ} W.$ , through north, to N.  $11^{\circ} E.$

[Variation  $18^{\circ}$  Westerly in 1891.]

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182*b*; Hartlepool to St. Abbs Head, No. 1192; Coquet Road and Channel, No. 1721. Also, Admiralty List of Lights in the British Islands, 1891, No. 244; and North Sea Pilot, Part III, 1889, page 54.

#### No. 543.—CHINA STATION.

##### CHINA SEA.

##### BORNEO—NORTH COAST.—MARUDU BAY *Kudat Harbour Entrance—Fixed Harbour Light on Sandilands Rock.*

WITH reference to Notice to Mariners No. 100 of 1891:—

Information has been received from the British North Borneo Company, dated 29th October, 1891, that the light on Sandilands Rock is exhibited:—

Sandilands Rock Light is a fixed harbour light of low power: it shows white between the bearings of N. by W.  $\frac{3}{4} W.$ , through west, and W. by S.  $\frac{1}{2} S.$ ; red between S.W.  $\frac{3}{4} S.$  and S. by W.  $\frac{1}{2} W.$ ; red between S.E.  $\frac{3}{4} E.$  and E.  $\frac{3}{4} S.$ ; and white between E. by N.  $\frac{1}{4} N.$ , through north, and N. by W.  $\frac{1}{2} W.$ ; in all other directions it is obscured. It is elevated seven feet above high water, and should be seen in clear weather from a distance of two miles.

The lighthouse, erected on piles, is about ten feet high.

Approximate position, lat.  $6^{\circ} 52' 20'' N.$ , long.  $116^{\circ} 52' 5'' E.$

Also, that the fixed white light, previously shown from the Fort of Kudat, has been discontinued.

[Variation  $2^{\circ}$  Easterly in 1891.]

This Notice affects the following Admiralty Charts:—Gaya Bay to Sandakan Harbour, No. 287; Kudat Harbour, No. 946. Also Admiralty List of Lights in South Africa, &c., 1891, page 72, No. 337; and China Sea Directory, Vol. II, 1889, page 185.

#### No. 544.—ALL STATIONS.

##### ENGLAND—SOUTH COAST.

##### *St. Leonards—Fixed Red Light on New Pier.*

INFORMATION has been received, dated 28th October, 1891, that a light is exhibited from the extremity of the new pier, St. Leonards:—

St. Leonards New Pier Light is a fixed red light.

Approximate position, lat.  $50^{\circ} 50' 50'' N.$ , long.  $0^{\circ} 33' 10'' E.$

The new pier has been constructed  $7\frac{1}{2}$  cables westward of the old pier, and extends in a southerly direction, 300 yards from high water mark.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675*c*; Owers to Dungeness, No. 2451. Also, Admiralty List of Lights in the British Islands, 1891, No. 103*a*; and Channel Pilot, Part I, 1886, page 261.

#### No. 545.—PACIFIC AND BALTIC STATIONS.

##### SOUTH AMERICA—WEST COAST.

##### *Supposed Danger South-west of Cape Blanco.*

THE French Government has given notice, dated 26th October, 1891, that the French steamer "Pacifique" (draught of water not given), when proceeding from Païta to Guayaquil, experienced a shock where the charts indicate no danger, and which the Commander of that vessel states to be in approximately lat  $4^{\circ} 26' S.$ , long.  $81^{\circ} 20' W.$  Immediately after the shock, the vessel was stopped and a depth of  $17\frac{1}{2}$  fathoms obtained.

NOTE.—The Admiralty Charts will not be altered on this information.

##### ERRATA.

With reference to Notice to Mariners, No. 490 of 1891, on alteration in the sectors of light shown from Cape Arkona Lighthouse:—

The German Government has given further notice, that the bearings of N.E. by E. and N.W. by W. (second and third lines of first paragraph of the abovementioned Notice) are true, not magnetic. Consequently for those bearings read N.  $66^{\circ} E.$  and N.  $46^{\circ} W.$

Approximate position of lighthouse, latitude  $54^{\circ} 41' N.$ , longitude  $13^{\circ} 26' E.$

[Variation  $10^{\circ}$  Westerly in 1891.]

This affects the following Admiralty Charts:—Femern to Bornholm, No. 2150; Rostock to Arkona Light, No. 2365; Arkona to Dievenow River, No. 2366. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1891, No. 551; and Baltic Pilot, 1888, page 145.

#### No. 546.—NORTH AMERICA AND WEST INDIES STATION.

##### GULF OF ST. LAWRENCE.—NEWFOUNDLAND—WEST COAST.

##### *Non-existence of certain Rocky Shoals off Rich Point.*

INFORMATION has been received from Staff Commander W. Tooker, R.N., in charge of

Newfoundland Survey, dated 27th September, 1891, that recent examination of the locality off Rich Point, and information obtained locally, tend to disprove the existence of the two rocky shoals charted as lying respectively, one mile north, and three quarters of a mile N.N.W.  $\frac{1}{2}$  W. of that point. Depths of 40 to 90 fathoms were obtained around the reported positions, and no indications of shoal water were observed. These shoals have consequently been removed from the Admiralty charts.

During this examination, a rocky bank about 2 cables in extent within the 10-fathoms line, with a least depth of 7 fathoms, was found lying with Rich Point Old Lighthouse bearing E. by S.  $\frac{1}{4}$  S., distant  $1\frac{1}{10}$  miles. Fishermen in the locality state, that in heavy weather the sea breaks on this bank, and on the 9 feet rock north of the point, but in no other position.

Approximate position, latitude  $50^{\circ} 41' 15''$  N., longitude  $57^{\circ} 26'$  W.

CAUTION.—As the locality seaward of Rich Point is imperfectly sounded, a wide berth had better be given the point.

[Variation  $34^{\circ}$  Westerly in 1891.]

This Notice affects the following Admiralty Charts:—Cow Head Harbour to St. Geneviève Bay, No. 284; Port Saunders, and Keppel, &c., Harbours, No. 2918. Also, Newfoundland and Labrador Pilot, 1887, page 326.

#### No. 547.—AUSTRALIA AND PACIFIC STATIONS.

SOUTH PACIFIC OCEAN.—TONGA OR FRIENDLY ISLANDS.—TONGATABU.

*Nukualofa—Alteration in Harbour Lights.*

THE Harbour Authorities of Nukualofa have given notice, dated 12th August, 1891, that the two fixed lights (red, white, and green) on the outer extreme of the Government wharf at that place have been replaced by one fixed white light, elevated about 16 feet above high water, and visible in clear weather from a distance of 7 miles.

Approximate position, lat.  $21^{\circ} 8'$  S., long.  $175^{\circ} 12'$  W.

This Notice affects the following Admiralty Charts:—Tonga or Friendly Islands, No. 2421; Tongatabu, No. 2363; Nukualofa Anchorage, on sheet, No. 1385. Also, Admiralty List of Lights in South America, &c., 1891, No. 239a; and Sailing Directions for the Pacific Islands, Vol. II, Central and Eastern Groups, 1891, page 37.

#### No. 548.—NORTH AMERICA AND WEST INDIES STATION.

*Shipwrecks and Life-Saving Signals in American Waters.*

THE following signals, recommended by the late International Marine Conference for adoption by all institutions for saving life from wrecked vessels, have been adopted by the Life-Saving Service of the United States:—

(1.) Upon the discovery of a wreck by night, the life-saving force will burn a red pyrotechnic light or a red rocket to signify, "You are seen; assistance will be given as soon as possible."

(2.) A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify, "Haul away."

(3.) A white flag waved on shore by day, or a white light slowly swung back and forth, or a white rocker or white Roman candle fired by night, will signify, "Slack away."

(4.) Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, slowly swung at the same time, or a

blue pyrotechnic light burned by night, will signify, "Do not attempt to land in your own boats; it is impossible."

(5.) A man on shore beckoning by day, or two torches burning near together by night, will signify, "This is the best place to land."

This notice affects Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 1.

#### No. 549.—CHANNEL AND WESTERN STATIONS.

ENGLAND.—WEST COAST.

*River Dee—Alterations in Buoyage.*

THE Trinity House, London, has given notice, dated 24th October, 1891, that the following alterations in the buoyage of River Dee have recently been made, in consequence of changes that have taken place in the channels:—

(1.) Hoyle Spit Buoy has been moved 2 cables W.  $\frac{1}{2}$  N. from its former position, and now lies on the west end of Hoyle Spit in 15 feet water, with—

Talacre Lifeboat House, S.E. by S.

S.E. Middle Patch Buoy, S.  $\frac{3}{4}$  W., distant 2 cables.

(2.) A new can buoy, black and white chequered, and named "South Salisbury," has been placed between Mostyn No. 1 and Mostyn No. 3 Buoys, in 12 feet water, with—

Beach Mark open its length northward of Little Hilbre Island, N.N.E.  $\frac{3}{4}$  E.

Mostyn No. 1 Buoy N.N.W.  $\frac{3}{4}$  W., distant 7 cables.

The depths given are at low water spring tides.

[Variation  $19^{\circ}$  Westerly in 1891.]

This Notice affects the following Admiralty Charts:—Holyhead to Liverpool, No. 1170b; Liverpool Bay, No. 1951 (2). Also, Sailing Directions for the West Coast of England, 1891, pages 325, 326.

#### No. 550.—MEDITERRANEAN STATION.

BLACK SEA—RUSSIAN COAST.

*Fixed and Flashing Light on Pitsounda Point.*

THE Russian Government has given notice, that on 15th October, 1891, a light would be exhibited from a lighthouse recently erected on the outer extreme of Pitsounda Point:—

Pitsounda Point Light (of the third order) is a fixed white light, varied by white and red flashes alternately: the fixed white light is shown between the white and red flashes for fifteen seconds, and between the red and white flashes forty-five seconds. It is elevated 70 feet above the sea, and should be visible in clear weather from a distance of about 14 miles.

The lighthouse is a circular iron tower, painted white, with dwelling attached; northward of it there is a thick clump of tall pine trees.

Approximate position on Admiralty Charts, lat.  $43^{\circ} 8' 30''$  N., long.  $40^{\circ} 17' 30''$  E.

This Notice affects the following Admiralty Charts:—Black Sea, No. 2214; Fort Anakria to Kertch Strait, No. 2235. Also, Admiralty List of Lights in the Mediterranean, 1891, page 166; and Black Sea Pilot, 1884, page 105.

#### No. 551.—MEDITERRANEAN STATION.

BLACK SEA—SEA OF AZOV.

*Fog Signal at Bielosarai Spit Lighthouse.*

THE Russian Government has given notice, dated 3rd October, 1891, that a fog whistle has been established at Bielosarai Spit Lighthouse, which, during thick or foggy weather, will give three short blasts in succession every minute, the blasts being separated by intervals of five seconds,



and every third blast being followed by an interval of forty-three seconds.

NOTE.—Under favourable circumstances this whistle may be heard from a distance of about 3 miles.

Approximate position, lat.  $46^{\circ} 53' N.$ , long.  $37^{\circ} 20' E.$

This Notice affects the following Admiralty Charts:—Black Sea, No. 2214; Sea of Azov, No. 2234. Also, Admiralty List of Lights in the Mediterranean, 1891, No. 1006; and Black Sea Pilot, 1884, page 89.

#### No. 552.—AUSTRALIA STATION.

##### AUSTRALIA—NORTH-WEST COAST.

*Sunken Rocks and Shoals off Cape Bougainville.*

INFORMATION has been received from Commander W. U. Moore, H.M. surveying-vessel "Penguin," dated 9th September, 1891, of the existence of the undermentioned sunken rocks and shoals lying in the Outer and Inner Routes, off Cape Bougainville—the result of recent examination of the locality:—

##### Outer Route.

1. A rock (Oliver Rock) consisting of a coral head, with 9 feet water over it, and 25 fathoms close around, lies with the south extreme of Cassini Island bearing N.  $80^{\circ} E.$ , distant  $4\frac{3}{10}$  miles. The sea was not seen to break on this rock, the "Penguin" passed over it without observing any sign of shoal water.

Approximate position of Admiralty Charts, lat.  $13^{\circ} 56\frac{1}{2}' S.$ , long.  $125^{\circ} 39\frac{1}{2}' E.$

NOTE.—The rock marked awash in lat.  $14^{\circ} 0' 30'' S.$ , long.  $125^{\circ} 35' E.$ , does not exist.

2. A shoal (Bassett-Smith Shoal) about one mile in diameter, with general depths of five to six fathoms, and 50 fathoms around, with a head of 20 feet near its western edge, is situated in approximately lat.  $13^{\circ} 16' 50'' S.$ , long.  $125^{\circ} 50' E.$  The sea did not break on this shoal, and there was no appearance of danger in the vicinity.

3. Penguin Shoal, situated in approximately lat.  $13^{\circ} 6' S.$ , long.  $126^{\circ} 4\frac{1}{2}' E.$ , has a least depth of six fathoms over it.

4. A rock (Warn Rock) consisting of a small coral head, with six fathoms over it, lies in approximately lat.  $13^{\circ} 8\frac{1}{2}' S.$ , long.  $126^{\circ} 11' E.$

##### Inner Route.

1. A coral pinnacle (Lee Rock), with three feet water on it, and 10 to 17 fathoms close around, lies with Pascal Island Summit bearing S.  $83^{\circ} W.$ , distant  $7\frac{2}{10}$  miles, or in approximately lat.  $14^{\circ} 2' S.$ , long.  $125^{\circ} 52' E.$  The "Penguin" passed twice within a few feet of this rock, but no indication of danger was seen.

2. A coral shoal (Tancred Shoal), seven cables in diameter, with 3 to 7 fathoms over it, and 16 to 22 fathoms around, lies with Low Rocks Summit bearing N.  $56^{\circ} W.$ , distant two miles, or in approximately lat.  $14^{\circ} 3\frac{3}{4}' S.$ , long.  $126^{\circ} 0' E.$

3. The extensive reef charted north of Gibson Point does not exist, but there is a rock (Fury Rock) awash at high water, lying with the islet north of Gibson Point bearing east, distant  $1\frac{2}{10}$  miles. A reef, dry at low water, extends four cables north-west of this rock, and foul ground for a distance of  $1\frac{2}{10}$  miles north of it. Approximate position, lat.  $13^{\circ} 56\frac{1}{2}' S.$ , long.  $126^{\circ} 4' E.$

4. Bishop Rocks consist of a small group of coral heads, drying two feet at low water, and lying with the north extreme of Troughton Island bearing S.  $75^{\circ} E.$ , distant  $2\frac{1}{10}$  miles, or in approximately lat.  $13^{\circ} 42\frac{3}{4}' S.$ , long.  $126^{\circ} 12' E.$

5. A coral reef, with two fathoms water over it, lies with the north extreme of Troughton

No. 26226.

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Island bearing S.  $50^{\circ} E.$ , distant  $6\frac{2}{10}$  miles, and is separated by a deep channel from the south point of Eastern Holothuria Reef. Approximate position, lat.  $13^{\circ} 39\frac{1}{2}' S.$ , long.  $126^{\circ} 9\frac{1}{2}' E.$

6. Branch Banks, consisting of two coral shoals with six or seven fathoms over them, lie with the north extreme of Troughton Island, bearing S.  $18^{\circ} W.$ , distant  $8\frac{1}{10}$  miles, or in approximately lat.  $13^{\circ} 35\frac{1}{2}' S.$ , long.  $126^{\circ} 17' E.$  Depths of six fathoms were obtained for a distance of one mile east of this position.

CAUTION.—As in the neighbourhood of the dangers off Cape Bougainville the tides are strong, the banks and reefs steep-to, and the water unusually turbid, great care is necessary when navigating in the locality.

The depths given are at low water spring tides.

[Variation  $2^{\circ}$  Easterly in 1891.]

This Notice affects the following Admiralty Charts:—North-west coast of Australia, No. 475; Cape Ford to Buccaneer Archipelago, No. 1047. Also, Australia Directory, Vol. III, 1881, pages 136, 137.

#### No. 553.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

NORTH AMERICA—WEST COAST.—WASHINGTON.

*Destruction Island—Establishment of Fog Signal, and Intended Flashing Light.*

THE United States Government has given notice, that on 15th November, 1891, a fog signal will be established near the lighthouse in course of construction on Destruction Island, and that on or about 1st January, 1892, the light will be exhibited:—

Destruction Island Fog Signal will be a steam siren of the first class, which, during thick or foggy weather, will give blasts of five seconds duration, with intervals of fifty-five seconds between the blasts.

Destruction Island Light will be a flashing white light, showing a flash every ten seconds; it will be elevated 144 feet above high-water, and should be visible in clear weather from a distance of 18 miles.

The illuminating apparatus will be of the first order.

The lighthouse consists of a conical iron tower 80 feet high, and painted white, upper part black: with two dwellings about 180 yards in a north-east direction, and the fog signal building about 43 yards in a north-west direction, from it; the dwellings and fog signal buildings are painted white, with brown roofs.

Approximate position on Admiralty Charts, lat.  $47^{\circ} 40' 5'' N.$ , long.  $124^{\circ} 28' W.$

Further notice will be given when the light is exhibited.

This Notice affects the following Admiralty Charts:—Cape Corrientes to Kadiak Island, No. 787, Cape Mendocino to Vancouver Island, No. 2531. Also, Admiralty List of Lights in South America, &c., 1891, No. 203\*; and British Columbia Pilot, 1888, page 20.

#### No. 554.—ALL STATIONS.

ENGLAND—SOUTH COAST.

*Spithead—Torpedo Grounds.*

NOTICE is given, that the two undermentioned areas at Spithead are appropriated for torpedo practice:—

The torpedo ground south-eastward of Norman's Land Fort is enclosed by four imaginary lines joining the four buoys, painted green and white in horizontal stripes, and marked "Torpedo Ground," viz.:—

1. North buoy, can, is moored in 15 fathoms water, with St. Jude's Church over Southsea Castle bearing N. by E.  $\frac{1}{2}$  E., and Noman's Land Fort N.W. by W., distant  $3\frac{1}{2}$  cables.

(2.) East Buoy, conical, is moored in 17 fathoms water, with the east side of Horse Fort in line with the west end of Cumberland Fort, bearing N.E.  $\frac{1}{2}$  E., and the west side of Kickergill Tower touching the west extreme of Fort Monkton N. by W.  $\frac{1}{8}$  W.

(3.) South Buoy, conical, is moored in 4 fathoms water, with St. Jude's Church Spire in line with the eastern end of Southsea Castle N. by E.  $\frac{1}{2}$  E., and Fort Monkton Flagstaff midway between the eastern measured mile beacons, N. by W.  $\frac{1}{4}$  W.

(4.) West Buoy, can, is moored in 2 fathoms water, with the east end of the battery eastward of Southsea Castle, open westward of Noman's Land Fort, bearing N.N.E.  $\frac{1}{2}$  E., and Kickergill Tower open north-east of the Observatory near Gilkicker Point N. by W.

The Torpedo Ground near Gilkicker Point is enclosed by imaginary lines joining three buoys, and by lines extending to the shore from the West Buoy in a N.N.E. direction, and from the East Buoy in a N. by W.  $\frac{1}{2}$  W. direction. The three buoys are can buoys, painted green and white in horizontal stripes, and marked "Torpedo Ground," viz. :—

(1.) West Buoy is moored in  $11\frac{1}{2}$  fathoms water, with the whole of Lumps Fort in sight southward of Southsea Castle, bearing E.  $\frac{1}{2}$  S., and the inner western measured mile beacon in line with the Coastguard flagstaff at Stokes Bay N. by W.

(2.) Middle Buoy is moored in 8 fathoms water, with the West Buoy bearing W. by N.  $\frac{1}{2}$  N., distant  $5\frac{1}{2}$  cables, and the flagstaff on the west end of Fort Monkton, in line with the inner eastern measured mile beacon N.  $\frac{1}{2}$  by W.

(3.) East Buoy is moored in 3 fathoms water, with Middle Buoy bearing W.S.W., distant  $3\frac{1}{2}$  cables, and the east end of the stone wall extending eastward of Fort Monkton, N.  $\frac{3}{4}$  W.

NOTE.—By Order in Council, dated 22nd November, 1890, issued under the Dockyard Ports Regulations Act, 1865, it is ordered that no vessel shall anchor or pass through areas thus marked, unless compelled to do so by stress of weather, or to avoid accident.

Though loaded torpedoes are not generally laid in these areas, there are various obstructions that might injure a vessel.

The depths given are at low water ordinary spring tides.

[Variation  $17^\circ$  Westerly in 1891.]

#### No. 555.—ALL STATIONS.

ENGLAND—SOUTH COAST.—BEAST POINT.

*Vrogue Rock Beacons—Alteration in Colour.*

THE Trinity House, London, has given notice, dated 4th November, 1891, that with the view of making Vrogue Rock Beacons on Beast Point (eastward of Lizard Head) more conspicuous, they have been painted red and white in vertical stripes.

This Notice affects the following Admiralty Plans :—Approaches to Falmouth, No. 154 ; the Lizard and adjacent rocks, No. 2447. Also, Channel Pilot, Part I, 1886, page 64.

#### No. 556.—CHANNEL AND WESTERN, AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.—AZORES—FAYAL ISLANDS,

#### Horta Bay—Light Buoy off Extremity of Breakwater.

THE Portuguese Government has given notice, dated 29th October, 1891, that a bell buoy, from which a red light is exhibited when the weather permits, has been placed at the outer end of the submerged base of the breakwater in course of construction in Horta Bay, at the distance of about 330 yards from its inner extremity.

The inner portion of the breakwater for the distance of about 110 yards dries at low water, the remainder (about 220 yards) has varying depths under 23 feet on it.

NOTE.—Vessels entering Horta Bay at night should anchor in from 20 to 25 fathoms water, if the red light of the buoy is not seen.

This Notice affects the Admiralty Plan of Horta Bay, on sheet No. 1940. Also, Africa Pilot, Part I, 1890, page 39.

#### No. 557.—BALTIC STATION.

NORWAY—SOUTH COAST.—CHRISTIANIA FIORD—EASTERN SHORE.

*Extension of Foul Ground Northward of Store Sletter, and Eastward of Elöen.*

THE Norwegian Government has given notice, dated October, 1891, that from a recent survey of the locality, it is found that the shoal (named Sletteren) extends further northward of Store Sletter than has heretofore been charted, and that a depth of 10 feet (with foul ground for about half a cable northward of it) exists with the north extreme of Store Sletter bearing S.S.W.  $\frac{1}{2}$  W., distant  $3\frac{1}{2}$  cables, or in approximately on Admiralty Charts, lat.  $59^\circ 18' 50''$  N., long.  $10^\circ 40' 35''$  E.

Also, that the foul ground on the east side of Elöen extends about 25 fathoms farther eastward than has heretofore been charted.

Approximate position, lat.  $59^\circ 19' 30''$  N., long.  $10^\circ 40' 0''$  E.

[Variation  $12^\circ$  Westerly in 1891.]

This Notice affects the following Admiralty Chart :—Svenöer to Koster Islands, No. 2330. Also, Norway Pilot, Part I, 1888, pages 279, 280

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
5th to 14th November, 1891.

NOTICE is hereby given, that a separate building, named Wesleyan Chapel, situate at Oxbridge-lane, in the parish of Stockton, in the county of Durham, in the district of Stockton, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1891; 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, 1891.

JAS. ROBINSON, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Bethel Chapel, situate at Hoyle Mill, in the parish of Ardsley, in the county of York, in the district of Barnsley, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1891, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 19th day of November, 1891.

WM. T. BAMFORTH, Deputy Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Primitive Methodist Chapel, situate at Spurstow, in the parish of

Bunbury, in the county of Chester, in the district of Nantwich, being a building certified according to law as a place of religious worship, was, on the 19th day of November, 1891, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 20th day of November, 1891.

JAMES PICK, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Capelygroes, situate at Llwynygroes Llanwnen, in the parish of Llanwnen, in the county of Cardigan, in the district of Lampeter, being a building certified according to law as a place of religious worship, was, on the 19th day of November, 1891, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for a building named Capelygroes, Llwynygroes Llanwnen, now disused.—Witness my hand this 21st day of November, 1891.

D. LLOYD, Superintendent Registrar.

In Parliament—Session 1892.

Saint Bartholomew's (Bristol) Church, School, and Vicarage, and Saint Martin's Church, Bristol.

(Sale of Site and Fabric of Church; Parochial Schools and Vicarage House and grounds of Parish or District of Saint Bartholomew, Bristol; Payment and application of proceeds of Sale; Providing of a New Church in parish of Saint Andrew, Montpelier, Bristol; Sale, &c., of site of partly erected Church of Saint Martin in last mentioned parish; Application of proceeds of Sale; Removal and appropriation of materials; Removal, custody, and appropriation of Font, Communion Table, &c., of Saint Bartholomew's Church and of Records; Assignment of part of parish of Saint Andrew, Montpelier, to new Church; Provisions as to right of presentation thereto and as to Vicar; Disposal and apportionment of existing endowment of Saint Bartholomew's Church; Annexation of parish or district of Saint Bartholomew to parish of Saint John the Baptist, Bristol; Capacitating Parishioners of Saint Bartholomew's to be members of the Select Vestry of Saint John the Baptist; Payment of costs of Act.)

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 objects, or some of the objects following (that is to say):—

1. To authorise the sale of the sites and fabric of the church, parochial schools, and vicarage house and grounds of the parish or district of Saint Bartholomew, in the city of Bristol, and to sanction the closing of the said church and schools for the purposes of the performance of divine service, and for school purposes respectively, and to confirm, sanction, and give effect to any contract, agreement, or arrangement already made or to be hereafter made for or with reference to the sale of the said sites and fabric, or any of them.

2. To provide for the payment of the purchase money and proceeds of sale of the said church and schools and vicarage house and grounds, and for the application thereof.

3. To provide either for the completion and equipment of the church which has been already commenced in the parish of St. Andrew, Montpelier, in the city of Bristol (commonly known as and hereinafter called "St. Martin's Church") or for the acquisition of another site, and for the

erection of a new church in that parish (St. Martin's Church, if completed, or, as the case may be, the last-mentioned new church being hereinafter referred to as "the new church"), with all proper approaches, fences, gates, and other necessary or proper conveniences, for the sale or letting of the site of St. Martin's Church, the removal of the materials thereof, and their appropriation for the purposes of the new church or otherwise, or for the sale of such materials and the application of the proceeds of the sale.

4. To provide for the removal and temporary custody and the eventual application and appropriation of the font, communion table, and other fittings or furniture of the church to be sold as aforesaid, and to provide for the removal and custody of registers, deeds, records, books, and documents now belonging to or kept in the said last mentioned church.

5. To provide for the application by the Governors of the Bounty of Queen Anne of the proceeds of the sale of the vicarage house and grounds aforesaid, and the provision of a Vicarage house for the new parish, to be formed as hereinafter mentioned.

6. To provide for the assignment to "the new church" of so much of the said parish of St. Andrew, Montpelier, as lies to the north of the Clifton Extension line of the Great Western and Midland Railway Companies, and to apply to the said district the provisions of the Church Building Acts, to provide for the new church when completed and consecrated being the parish church of the new parish, with such name as the Bill may prescribe, and to make provision as to the right of presentation thereto, and as to the application of the fees received in respect of the solemnization therein of marriages, baptisms, and churchings and other fees and emoluments.

7. To make provision as to the disposal or apportionment of the existing endowment of the Church of Saint Bartholomew.

8. To provide for the merging or the annexation of the existing ecclesiastical parish or district of Saint Bartholomew in or to the adjoining parish of Saint John the Baptist in the city of Bristol for all ecclesiastical purposes.

9. To provide if thought necessary that any person in the parish of Saint Bartholomew shall be eligible for election as a member of the select vestry of the parish of Saint John the Baptist.

10. To provide for the payment of the costs, charges, and expenses of and incidental to the applying for and obtaining of the intended Act and of carrying its provisions into effect, and to empower the patrons of the church of Saint Bartholomew to apply their trust funds in payment or part payment of such costs.

11. To provide that "the new church" when consecrated, and the approaches and appurtenances thereto shall vest in the vicar for the time being of the existing church of Saint Bartholomew, and that such vicar shall without presentation, admission, institution, induction, or process of law or other process be the first vicar of "the new church."

12. To vary or extinguish all rights and privileges which would or might prevent any of the objects of the Bill from being fully effected, and to confer other rights and privileges.

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, 1891.

ISAAC COOKE, SONS, and DUNN, Bristol,  
Solicitors for the Bill.

REES and FRERE, 13, Great George-street,  
Westminster, Parliamentary Agents.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1891, and the 21st November, 1891.

REVENUE AND OTHER RECEIPTS.	Estimate for the Year 1891-92.	Total Receipts into the Exchequer from		EXPENDITURE AND OTHER PAYMENTS.	Estimate for the Year 1891-92 (including Supplementary Estimates).	Total Issues out of the Exchequer to meet Payments from	
		1st April, 1891, to 21st November, 1891.	1st April, 1890, to 22nd November, 1890.			1st April, 1891, to 21st November, 1891.	1st April, 1890, to 22nd November, 1890.
Balances on 1st April:— Bank of England... .. Bank of Ireland... ..	£ — —	£ 6,223,262 147,635	£ 4,572,923 647,338				
		6,370,897	5,220,261				
<b>REVENUE.</b>				<b>EXPENDITURE.</b>	£	£	£
*Customs ... ..	19,700,000	12,490,000	12,468,000	Permanent Charge of Debt... ..	25,000,000	16,478,195	16,650,579
*Excise ... ..	25,300,000	16,328,000	16,589,000	Interest, &c., on Exchequer Bonds (Suez), and Cape Railway Bonds... ..	200,000	100,000	107,000
*Stamps ... ..	13,450,000	8,420,000	9,044,000	Naval Defence Fund... ..	1,430,000	1,424,571	333,000
Land Tax and House Duty ... ..	2,480,000	440,000	615,000	Other Consolidated Fund Services ... ..	2,565,000	1,549,585	1,154,524
Property and Income Tax ... ..	13,750,000	3,571,000	3,553,000	Supply Services ... ..	61,219,000	36,236,007	35,887,078
Post Office ... ..	10,120,000	6,330,000	6,105,000				
Telegraph Service ... ..	2,480,000	1,595,000	1,535,000	<b>EXPENDITURE ... ..</b>		55,792,358	54,132,181
Crown Lands ... ..	430,000	205,000	205,000				
Interest on Purchase Money of Suez Canal Shares, Sardinian Loan, &c. ... ..	220,000	111,267	130,839	<b>OTHER PAYMENTS.</b>			
Miscellaneous ... ..	2,500,000	1,555,227	1,865,179	For Advances for Bullion, &c. ... ..		495,000	1,030,000
<b>REVENUE ... ..</b>	<b>90,430,000</b>	<b>51,045,494</b>	<b>52,110,018</b>	„ Redemption of Funded Debt ... ..		—	5,056,899
<b>Total including Balance ... ..</b>		<b>57,416,391</b>	<b>57,330,279</b>	„ Cape Railway ... ..		—	400,000
<b>OTHER RECEIPTS.</b>				Connected with Money borrowed for purposes of Supply (net amount) ... ..		307,400	1,578,900
Repayment of Advances for Bullion, &c. ... ..		513,148	1,352,322	Under National Debt Redemption Act (net amount) ... ..		510,390	—
Under National Debt Redemption Act (net amount) ... ..		—	3,591,279	„ Imperial Defence Act (net amount) ... ..		4,988	—
„ Imperial Defence Act (net amount) ... ..		—	1,454,202	„ Russian-Dutch Loan Acts ... ..		519,939	—
„ Russian-Dutch Loan Act ... ..		519,939	—			57,630,075	62,197,980
„ Naval Defence Act (net amount) ... ..		534,434	—	Balances on 21st November, 1891 ... { Bank of England ... ..		1,287,704	1,266,547
Deficiency Advances (unrepaid) ... ..		300,000	—	„ Bank of Ireland ... ..		365,133	263,555
<b>Totals ... ..</b>		<b>59,283,912</b>	<b>63,728,082</b>	<b>Totals ... ..</b>		<b>59,283,912</b>	<b>63,728,082</b>

* Exclusive of Payments to the Local Taxation Accounts:—	1891-92.	1890-91.
In respect of: Customs—Beer and Spirit Duties ... ..	£122,345	£84,131
Excise—Beer and Spirit Duties ... ..	696,214	28,000
Excise Licences ... ..	2,331,737	1,979,919
Probate Duty ... ..	1,567,668	1,048,401

Treasury, November 24, 1891.

£4,717,964      £3,140,451

AVERAGE PRICE of Wheat, Barley, and Oats per Quarter (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 21st November, 1891.

Towns.	Wheat.	Barley.	Oats.	Towns.	Wheat.	Barley.	Oats.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
London ... ..	37 11	35 4	23 5	Warwick ... ..	38 3	31 1	23 5
Uxbridge ... ..	40 5	...	...	Leicester ... ..	39 4	30 4	22 6
Chelmsford ... ..	42 3	32 3	22 1	Loughborough ... ..	39 5	30 11	21 10
Colchester ... ..	40 10	32 3	22 7	Milton Mowbray ... ..	38 1	29 8	25 6
Romford ... ..	40 3	30 0	23 6	Oakham ... ..	40 0	33 0	23 8
Saffron Walden ... ..	36 4	30 8	...	Northampton ... ..	40 1	30 7	...
Braintree ... ..	39 7	29 8	23 0	Peterborough ... ..	38 4	32 0	...
Hertford ... ..	37 10	34 2	...	Kettering ... ..	37 6	30 10	...
Royston (Herts) ... ..	36 3	31 3	...	Daventry ... ..	Nil.	...	...
Hitchin ... ..	37 11	31 10	...	Bedford ... ..	39 4	30 6	23 2
Bishop's Stortford ... ..	38 6	32 1	24 0	Luton (Bedford) ... ..	37 3	30 9	23 5
Aylesbury ... ..	40 3	29 6	23 3	Huntingdon ... ..	Nil.	...	...
Newport Pagnell ... ..	38 7	29 2	23 0	St. Ives (Hunts) ... ..	38 7	29 7	22 6
Oxford ... ..	41 7	29 5	22 11	St. Neots (Hunts) ... ..	37 0	30 11	22 4
Banbury ... ..	39 6	29 8	21 11	Cambridge ... ..	37 10	32 0	20 11
Bicester... ..	40 4	30 3	20 0	Ely (Cambridge) ... ..	38 2	31 11	22 2
Warminster ... ..	37 1	29 3	20 3	Wisbeach ... ..	38 3	29 5	22 5
Devises ... ..	36 5	29 8	22 6	Ipswich ... ..	39 2	33 11	...
Salisbury ... ..	37 4	29 7	22 11	Woodbridge ... ..	39 7	33 8	...
Swindon (Wilts) ... ..	38 10	29 10	24 11	Sudbury (Suffolk) ... ..	40 9	31 6	...
Reading ... ..	41 8	32 11	19 7	Hadleigh (Suffolk) ... ..	41 3	32 1	...
Abingdon ... ..	40 9	31 0	...	Stowmarket ... ..	39 0	31 9	...
Didcot ... ..	40 2	...	...	Bury St. Edmunds ... ..	38 9	33 2	22 8
Hungerford ... ..	37 0	30 3	23 0	Beccles ... ..	39 0	32 5	22 7
Newbury (Berks) ... ..	41 5	30 10	22 4	Bungay ... ..	38 9	32 3	...
Wallingford ... ..	41 10	30 1	...	Halesworth ... ..	38 1	32 8	23 0
Guildford ... ..	40 10	32 3	22 5	Framlingham ... ..	38 3	31 9	23 0
Farnham (Surrey) ... ..	40 3	31 8	...	Eye (Suffolk) ... ..	40 1	33 7	...
Kingston (Surrey) ... ..	38 1	27 4	...	Saxmundham ... ..	40 6	32 8	...
Croydon (Surrey) ... ..	37 0	...	...	Haverhill ... ..	39 9	31 6	20 4
Reigate ... ..	...	...	33 6	Norwich ... ..	39 2	31 9	22 1
Maidstone ... ..	43 0	34 4	23 7	Yarmouth (Norfolk) ... ..	38 5	33 4	21 0
Canterbury ... ..	42 7	31 9	23 3	Lynn ... ..	40 2	31 6	23 1
Dartford ... ..	...	34 6	23 0	Watton (Norfolk) ... ..	38 4	31 5	23 4
Ashford (Kent) ... ..	42 5	33 1	23 5	Diss ... ..	39 2	33 3	20 6
Rochester (Kent) ... ..	41 6	32 6	...	East Dereham ... ..	38 6	31 10	22 4
Tunbridge ... ..	Nil.	...	...	Harleston (Norfolk) ... ..	38 11	31 6	...
Sandwich ... ..	41 6	31 8	23 3	Holt (Norfolk) ... ..	37 0	30 1	22 4
Chichester ... ..	40 10	33 3	22 9	Fakenham ... ..	38 3	30 10	22 11
Lewes ... ..	40 1	37 11	23 4	North Walsham (Norfolk) ... ..	38 5	30 5	22 6
Hayward's Heath ... ..	37 1	...	21 6	Lincoln ... ..	38 0	31 3	21 11
Brighton ... ..	42 4	38 2	...	Gainsborough ... ..	39 6	29 10	21 6
Horsham ... ..	39 2	30 6	21 3	Brigg ... ..	39 1	29 11	...
Pulborough ... ..	40 0	29 11	24 0	Louth ... ..	38 6	29 0	22 10
Winchester ... ..	40 1	30 11	20 0	Boston ... ..	38 11	29 7	21 2
Andover ... ..	39 1	28 9	21 5	Sleaford... ..	38 3	29 10	21 8
Basingstoke ... ..	40 0	29 3	22 1	Stamford ... ..	39 1	34 9	24 2
Fareham ... ..	37 2	29 5	24 6	Spalding ... ..	38 3	29 3	22 5
Newport (Hants) ... ..	37 3	30 8	...	Grantham ... ..	39 6	31 9	24 1
Ringwood ... ..	35 2	27 6	...	Nottingham ... ..	38 10	30 3	23 0
Southampton ... ..	41 6	28 0	...	Newark ... ..	36 11	31 7	...
Blandford ... ..	37 8	29 11	20 8	Mansfield ... ..	36 9	29 11	21 3
Bridport ... ..	35 6	...	...	Worksop ... ..	40 0	31 0	23 4
Dorchester (Dorset) ... ..	37 3	31 2	...	Retford ... ..	38 8	29 11	20 3
Wareham ... ..	35 3	33 3	...	Preston (Lancashire)... ..	39 5	...	...
Wimborne ... ..	36 6	32 1	21 0	Warrington ... ..	33 9	28 9	21 3
Plymouth ... ..	32 2	25 9	...	Manchester ... ..	39 0	29 0	22 5
Totnes ... ..	37 5	28 0	22 4	Garstang ... ..	38 1	...	...
Exeter ... ..	35 10	28 5	...	Kendal ... ..	...	28 3	...
Kingsbridge ... ..	32 3	23 10	...	Carlisle ... ..	30 7	...	21 4
Barnstaple ... ..	...	27 2	18 5	Penrith ... ..	37 4	28 0	23 0
Newton Abbot ... ..	...	27 7	...	Egremont (Cumberland) ... ..	Nil.	...	...
Tiverton (Devon) ... ..	Nil.	...	...	Newcastle-on-Tyne ... ..	39 4	28 4	25 4
Okehampton ... ..	Nil.	...	...	Alnwick ... ..	...	28 2	...
Honiton ... ..	...	26 2	...	Berwick... ..	40 2	28 7	25 3
Truro ... ..	32 7	23 10	20 1	Stockton-on-Tees ... ..	38 7	27 10	21 8
Liskeard ... ..	34 3	23 6	18 3	Darlington ... ..	...	31 0	...
Wadebridge ... ..	Nil.	...	...	Sunderland ... ..	40 2	...	...
Bristol ... ..	34 11	33 0	...	Bishop Auckland ... ..	Nil.	...	...
Taunton ... ..	35 8	28 6	...	York ... ..	38 1	29 6	23 3
Bridgwater ... ..	36 0	29 0	20 6	Leeds ... ..	38 7	30 10	...
Frome ... ..	35 1	27 2	...	Wakefield ... ..	37 5	29 10	22 9
Bath ... ..	37 3	29 1	21 6	Bradlington ... ..	36 3	27 8	22 9
Yeovil ... ..	36 10	27 6	22 10	Beverley ... ..	37 3	28 1	23 8
Monmouth ... ..	33 9	24 9	...	Howden... ..	36 3	...	...
Chepstow ... ..	34 1	27 6	23 5	Sheffield ... ..	42 6	25 10	...
Newport (Mon.) ... ..	Nil.	...	...	Hull ... ..	37 6	28 11	18 7
Gloucester ... ..	37 10	29 7	22 5	Malton ... ..	37 1	28 6	22 9
Cirencester ... ..	35 1	30 8	23 11	Bedale ... ..	35 7	28 4	20 9
Tewkesbury ... ..	38 3	...	...	Knarborough ... ..	38 4	30 0	21 10
Chaltenham ... ..	37 3	31 0	20 0	Northallerton ... ..	39 1	28 1	24 0
Shrewsbury ... ..	37 0	29 2	23 2	Ripon ... ..	38 5	28 6	21 1
Bridgnorth ... ..	38 3	30 7	25 10	Doncaster ... ..	38 0	28 10	21 4
Market Drayton ... ..	35 9	28 11	20 8	Goole ... ..	42 3	...	...
Ludlow ... ..	36 5	...	...	Easingwold ... ..	38 5	28 9	22 7
Oswestry ... ..	38 6	28 2	...	Scarborough ... ..	37 6	27 11	22 11
Hereford ... ..	35 7	27 7	21 7	Thirsk ... ..	36 3	28 5	22 4
Ross ... ..	36 4	29 9	22 7	Pontefract ... ..	38 4	31 1	22 2
Wolverhampton ... ..	40 10	32 8	...	Denbigh ... ..	33 4	27 1	21 7
Burton-on-Trent ... ..	...	34 6	...	Wrexham ... ..	32 7	29 5	19 11
Stafford ... ..	37 10	29 5	21 6	Carnarvon ... ..	...	26 2	20 2
Worcester ... ..	37 6	30 7	22 0	Haverfordwest... ..	35 7	26 9	18 4
Evesham ... ..	38 0	30 1	...	Carmarthen ... ..	Nil.	...	...
Chester ... ..	34 8	28 4	21 11	Cardiff ... ..	34 0	23 7	20 7
Derby ... ..	39 9	34 2	26 2	Cardigan ... ..	...	31 0	18 8
Coventry ... ..	39 3	31 3	25 10	Brecon ... ..	Nil.	...	...
Birmingham ... ..	40 11	25 4	22 2	Welshpool ... ..	33 9	27 2	...
Stratford-on-Avon ... ..	39 4	31 5	22 0	Llangefni (Anglesey) ... ..	...	...	18 10

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 21st November, 1891, conformably to the Act of the 45th and 46th Victoria, cap. 37.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat ... ..	87,104	5	38	9
Barley ... ..	221,896	4	31	3
Oats ... ..	21,750	3	22	4

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1887 to 1890.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1887 ... ..	65,108	4	124,263	2	7,122	1	30	9	29	6	15	11
1888 ... ..	54,432	6	122,838	1	8,924	2	31	9	27	8	16	6
1889 ... ..	78,177	6	197,797	4	17,359	2	30	0	29	11	17	4
1890 .. ..	78,967	6	187,298	7	19,907	3	32	9	28	11	17	8

Commercial Department, Board of Trade,  
November 21, 1891.

H. G. CALCRAFT.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 21st November, 1891, together with the Quantities Imported in the Corresponding Week of the Previous Year.

	Quantities.	
	1890.	1891.
<b>Animals living :—</b>		
Oxen, Bulls, Cows, and Calves ... ..	Number	11,438
Sheep and Lambs ... ..	"	10,224
Swine ... ..	"	—
<b>Dead Meat :—</b>		
Bacon ... ..	cwts.	62,175
Beef, salted and fresh ... ..	"	49,068
Hams ... ..	"	21,686
Meat unenumerated, salted and fresh	"	2,518
"    "    preserved ... ..	"	12,181
Mutton, fresh ... ..	"	23,384
Pork, salted (not Hams) and fresh ..	"	4,194
Poultry and Game ... ..	Value £	7,009
Rabbits ... ..	cwts.	5,869
Butter ... ..	"	37,205
Margarine ... ..	"	19,978
Cheese ... ..	"	41,184
Eggs ... ..	Great Hundred	194,922
Lard ... ..	cwts.	13,839
<b>Vegetables :—</b>		
Onions, raw ... ..	Bushels	140,846
Potatoes ... ..	cwts.	16,304
Unenumerated ... ..	Value £	9,988
<b>Corn, Grain, Meal, and Flour :—</b>		
Wheat... ..	cwts.	886,889
Barley... ..	"	642,825
Oats ... ..	"	377,908
Pease ... ..	"	14,620
Beans ... ..	"	61,880
Maize ... ..	"	249,110
Wheat Meal and Flour ... ..	"	279,565
		1,846,753
		802,506
		296,104
		144,145
		109,528
		256,753
		293,856

Statistical Office, Custom House, London,  
November 23, 1891.

T. J. PITTAR.

COTTON STATISTICS ACT, 1869.

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 46 weeks ended 19th November, 1891.

PORTS.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 19th November, 1891.												
Liverpool ... ..	98,030	1,953	...	23,194	1,977	125,154	2,132	...	863	595	441	4,031
London ... ..	...	...	100	...	269	369	...	...	1,002	...	...	1,002
Hull ... ..	...	...	150	500	...	650	2,794	...	202	...	...	2,996
Other Ports ... ..	67	...	...	...	...	67	3,060	...	150	...	...	3,210
<b>Total ... ..</b>	<b>98,097</b>	<b>1,953</b>	<b>250</b>	<b>23,694</b>	<b>2,246</b>	<b>126,240</b>	<b>7,986</b>	<b>...</b>	<b>2,217</b>	<b>595</b>	<b>441</b>	<b>11,239</b>
46 Weeks ended 19th November, 1891.												
Liverpool ... ..	2,561,310	136,699	140,833	235,205	55,838	3,129,885	66,139	1,740	53,251	18,271	12,200	151,601
London ... ..	2,818	...	81,677	34	7,542	92,071	3,063	20	87,584	34	1,272	91,973
Hull ... ..	40,183	65	8,732	4,312	681	53,973	63,237	3,443	15,298	3,988	1,482	87,448
Other Ports ... ..	3,699	...	...	...	48	3,747	9,276	...	715	25	247	10,263
<b>Total ... ..</b>	<b>2,608,010</b>	<b>136,764</b>	<b>231,242</b>	<b>239,551</b>	<b>64,109</b>	<b>3,279,676</b>	<b>141,715</b>	<b>5,203</b>	<b>156,848</b>	<b>22,318</b>	<b>15,201</b>	<b>341,285</b>

Commercial Department, Board of Trade,  
November 20, 1891.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ended Saturday, the 14th day of November, 1891.

## PRIVATE BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
Ashford Bank ... ..	Ashford ...	£ 7725
Aylesbury Old Bank ... ..	Aylesbury ...	10015
Baldock Bank and Baldock and Biggleswade Bank ... ..	Biggleswade ...	9291
Bedford Bank ... ..	Bedford ..	15787
Bicester and Oxfordshire Bank and Oxford Bank ... ..	Bicester ...	7746
Buckingham Bank ... ..	Buckingham ...	11785
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank ... ..	Bury St. Edmunds	17691
Banbury Bank ... ..	Banbury... ..	8285
Banbury Old Bank ... ..	Banbury... ..	7747
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	17105
Cambridge and Cambridgeshire Bank	Cambridge ...	29858
Canterbury Bank ... ..	Canterbury ...	8292
Colchester Bank ... ..	Colchester ..	7556
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh Suffolk Bank ... ..	Colchester ..	15448
City Bank, Exeter ... ..	Exeter ..	4872
Derby Bank ... ..	Derby ...	7193
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington ...	49927
Dorchester Old Bank and Dorsetshire Bank.. ... ..	Dorchester ...	21159
East Riding Bank ... ..	Beverley... ..	36617
Essex Bank and Bishop's Stortford Bank ... ..	Chelmsford ...	21958
Exeter Bank ... ..	Exeter ...	10584
Faversham Bank ... ..	Faversham ...	2690
Godalming Bank ... ..	Godalming ...	3606
Grantham Bank ... ..	Grantham ...	6918
Hull Bank and Kingston-upon-Hull Bank ... ..	Hull ...	10162
Huntingdon Town and County Bank	Huntingdon ...	12012
Harwich Bank ... ..	Harwich... ..	1798
Hertfordshire, Hitchin Bank ... ..	Hitchin ...	15557
Ipswich Bank ... ..	Ipswich ...	11951
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank... ..	Ipswich ...	25080
Kington and Radnorshire Bank ... ..	Kington ..	14017
Kendal Bank ... ..	Kendal ...	45957
Leeds Old Bank ... ..	Leeds ...	53551
Leeds Union Bank .. ..	Leeds ...	27420
Leicester Bank ... ..	Leicester ...	7804
Lincoln Bank ... ..	Lincoln ...	65675
	Pomfret and Co. ... ..	
	Cobb, Bartlett and Co. ... ..	
	Wells, Hogge, and Co. ... ..	
	Barnard and Co. ... ..	
	Tubb and Co. ... ..	
	Bartlett and Co. ... ..	
	Oakes, Bevan, and Co. ... ..	
	J. C. and A. Gillett and Co. ... ..	
	T. R. Cobb and Son ... ..	
	Bassett, Son, and Harris ..	
	Messrs. Fosters ... ..	
	Hammond and Co. ... ..	
	Round, Green, and Co. ... ..	
	Mills and Co. ... ..	
	Milford and Co. ... ..	
	Samuel Smith and Co. ... ..	
	Backhouse and Co. ... ..	
	R. R. Williams and Co. ... ..	
	Beckett and Co. ... ..	
	Sparrow, Tufnell, and Co. ... ..	
	Sanders and Co. ... ..	
	Hilton and Co. ... ..	
	Mellersh and Co. ... ..	
	Hardy and Co. ... ..	
	Smith Brothers and Co. ... ..	
	Veasey and Co. ... ..	
	Cox, Cobbold, and Co. ... ..	
	Sharples and Co. ... ..	
	Bacon and Co. ... ..	
	Gurneys, Alexanders, and Co. ... ..	
	Davies and Co. ... ..	
	Wakefield, Crewdson, and Co. ... ..	
	Beckett and Co. ... ..	
	Wm. Wms. Brown and Co. ... ..	
	T. and T. T. Paget ... ..	
	Smith, Ellison, and Co. ... ..	



Name, Title, and Principal Place of Issue.				Average Amount.
				£
Llandovery Bank, Lampeter Bank, and Llandilo Bank	Llandovery	...	D. Jones and Co.	16048
Lymington Bank	Lymington	...	St. Barbe and Co.	1214
Lynn Regis and Lincolnshire Bank	Lynn Regis	...	Gurneys and Co.	18282
Monmouth Old Bank	Monmouth	...	Bromage and Co.	900
Newark Bank	Newark	...	Samuel Smith and Co.	9251
Newark and Sleaford Bank, and Sleaford and Newark Bank	Sleaford	..	Peacock and Co.	16037
Newbury Bank	Newbury	...	Sloccock, Matthews, and Co.	5863
Newmarket Bank	Newmarket	...	Hammond and Co.	7891
Norwich and Norfolk and Fakenham Banks	Norwich	...	Gurneys, Birkbecks, and Co.	45954
Naval Bank, Plymouth	Plymouth	...	Harris, Bulteel, and Co.	7261
New Sarum Bank	Sarum	...	Pinckney Brothers	1970
Nottingham Bank	Nottingham	...	Samuel Smith and Co.	16153
Oxford Old Bank	Oxford	...	Parsons and Co.	17396
Oxfordshire Witney Bank	Witney	...	Gillett and Co.	3861
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank	Hull	...	Pease and Sons	48650
Reading Bank	Reading	..	Simonds and Co.	11877
Reading Bank	Reading	...	Stephens, Blandy, and Co.	Not received.
Richmond Bank	Richmond	...	Roper and Co.	3990
Royston Bank	Royston	...	Fordham and Co.	3442
Rye Bank	Rye	...	Curteis, Pomfret, and Co.	2270
Saffron Walden and North Essex Bank	Saffron Walden	...	Gibson, Tuke, and Co.	9782
Scarborough Old Bank	Scarborough	...	Woodall and Co.	10726
Salop Old Bank	Shrewsbury	...	Eyton and Co.	14157
Tring Bank and Chesham Bank	Tring	...	Butcher and Sons	8758
Uxbridge Old Bank	Uxbridge	...	Woodbridge and Co.	2381
Wallingford Bank	Wallingford	...	Hedges, Wells, and Co.	1568
Wellington Somerset Bank	Wellington	...	Fox, Fowler, and Co.	4468
West Riding Bank, Wakefield, and Pontefract Bank	Wakefield	..	Leatham, Tew, and Co.	26794
Whitby Old Bank	Whitby	...	Simpson, Chapman, and Co.	5013
Winchester, Alesford, and Alton Bank	Winchester	...	Bulpett and Hall	485
Weymouth Old Bank and Dorchester Bank	Weymouth	{	Eliot, Elicot, and Pearce-Edgumbe	5720
Wisbech and Lincolnshire Bank	Wisbech	...	Gurney and Co.	16250
Worcester Old Bank and Tewkesbury Old Bank	Worcester	...	Berwick, Lechmere, and Co.	17936
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth	...	Gurneys, Birkbeck, and Co.	22415
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	...	Youell, Sir E. H. K. Lacon, Bart., and Co.	3894

## JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.	Average Amount
Bank of Westmorland Limited ... ..	Kendal ... .. £ 11959
Barnsley Banking Company Limited ... ..	Barnsley ... .. 5265
Bradford Banking Company Limited ... ..	Bradford ... .. 19986
Bank of Whitehaven Limited ... ..	Whitehaven ... .. 15915
Bradford Commercial Banking Company Limited ... ..	Bradford ... .. 17016
Burton, Uttoxeter, and Ashbourne Union Bank Limited...	Burton-upon-Trent ... .. 19916
Cumberland Union Banking Company Limited ... ..	Carlisle ... .. 33768
County of Gloucester Banking Company Limited ... ..	Cheltenham .. .. 38619
Carlisle and Cumberland Banking Company Limited ... ..	Carlisle ... .. 22205
Carlisle City and District Bank Limited ... ..	Carlisle ... .. 19526
Derby and Derbyshire Banking Company Limited ... ..	Derby ... .. 9298
Halifax Joint Stock Banking Company Limited ... ..	Halifax ... .. 16791
Huddersfield Banking Company Limited ... ..	Huddersfield ... .. 28240
Hull Banking Company Limited ... ..	Hull ... .. 28496
Halifax Commercial Banking Company Limited... ..	Halifax ... .. 10396
Halifax and Huddersfield Union Banking Company Limited	Halifax ... .. 12580
Knaresborough and Claro Banking Company Limited ... ..	Harrogate ... .. 17103
Lancaster Banking Company ... ..	Lancaster ... .. 60283
Leicestershire Banking Company Limited ... ..	Leicester ... .. 34496
Lincoln and Lindsey Banking Company Limited... ..	Lincoln ... .. 47083
Moore and Robinson's Nottinghamshire Banking Com- pany Limited ... ..	Nottingham ... .. 14051
Nottingham and Nottinghamshire Banking Company Limited ... ..	Nottingham ... .. 22708
North and South Wales Bank Limited ... ..	Liverpool ... .. 51390
Pares's Leicestershire Banking Company Limited ... ..	Leicester... .. 26367
Sheffield Banking Company Limited ... ..	Sheffield ... .. 19956
Stamford, Spalding, and Boston Banking Company Limited	Stamford ... .. 42789
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank... ..	Langport ... .. 161190
Sheffield and Hallamshire Banking Company ... ..	Sheffield ... .. 10511
Sheffield and Rotherham Joint Stock Banking Company Limited ... ..	Sheffield... .. 20443
Swaledale and Wensleydale Banking Company Limited...	Richmond ... .. 45184
Wakefield and Barnsley Union Bank Limited ... ..	Wakefield ... .. 11380
Whitehaven Joint Stock Banking Company Limited ... ..	Whitehaven ... .. 23664
Wilts and Dorset Banking Company Limited ... ..	Salisbury ... .. 54657
West Riding Union Banking Company Limited ... ..	Huddersfield ... .. 16401
York Union Banking Company Limited ... ..	York ... .. 69035
York City and County Banking Company Limited ... ..	York ... .. 94415
Yorkshire Banking Company Limited ... ..	Leeds ... .. 117380

Inland Revenue Office, November 21, 1891.

J. S. PURCELL, Registrar of Bank Returns.

In Parliament.—Session 1892.

Rhondda and Swansea Bay Railway Company.  
(Construction of New Railways in the County of Glamorgan; Alteration, &c., of Portion of Neath Canal and Construction of Lock; Alteration and Appropriation of Neath Harbour Commissioners' Railways; Compulsory Purchase of and Provisions as to Lands; Dredging and other Powers; Tolls, &c.; Purchase of Portion of Neath Canal; Powers as to Regulations and Management of Portions of said Canal; Application of Funds and Additional Capital; Agreements with and Powers to Neath Harbour Commissioners and Neath Canal Company; Running Powers over Railways of Swansea Harbour Trustees and Neath Harbour Commissioners; Amendments of Acts, &c., &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Rhondda and Swansea Bay Railway Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the following objects or some of them (that is to say):—

1. To enable the Company to make and maintain in the county of Glamorgan the railways and other works hereinafter mentioned, or some of them or some part or parts thereof, that is to say:—

#### Main Lines.

**Railway No. 1.**—Commencing in the parish of Baglan by a junction with Railway No. 1, authorised by the Rhondda and Swansea Bay Railway Act, 1891 (hereinafter called the Act of 1891), at a point 33 chains, or thereabouts, from the authorised termination thereof, as shown on the plans deposited in November, 1890, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; in respect to the application to Parliament for that Act, and terminating in the parish of Briton Ferry at or near the south-eastern end of the bridge carrying the South Wales Mineral Railway over the South Wales Railway of the Great Western Railway Company.

**Railway No. 2.**—Commencing by a junction with intended Railway No. 1, at or near the termination thereof as above described, and terminating in the parish of Cadoxton Juxta Neath, at or about a point on the eastern side of the Tennant Canal, 46 chains, or thereabouts, measured in a southerly direction along that canal from the bridge carrying the tramways leading to the Dynevor Wharves over that canal southward of the disused works known as the Crown Copper Works.

**Railway No. 3.**—Commencing by a junction with the before-mentioned Railway No. 2 in the parish of Briton Ferry, in a piece of land numbered 8 in the parish of Briton Ferry, on the Ordnance Map (scale  $\frac{1}{1600}$ ), at a point 5 chains, or thereabouts, measured in a north-easterly direction from the north-eastern corner of Cwrtsart Farmhouse, and terminating in the borough and parish of Neath, in the piece of land numbered 12, in the said parish of Neath, in the said Ordnance Map, at a point about 2 chains south of the bridge over the Neath Canal known as the Green Bridge.

**Railway No. 4.**—Commencing by a junction with the intended Railway No. 2 at or near the termination thereof, as hereinbefore described, and terminating in the hamlet of

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Coed-y-ffranc, in the parish of Cadoxton-juxta-Neath, by a junction with the Railway No. 1, authorised by the Rhondda and Swansea Bay Railway Act, 1886 (hereinafter called "the Act of 1886"), at a point 17 chains, or thereabouts, from the termination of that railway, as shown on the plans deposited in November, 1885, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in respect of the application to Parliament for the said Act of 1886 (hereinafter called "the plans of 1886"), such distance being measured along the centre line of the said authorised railway, as shown on those plans.

The above railways will be situate in, or will pass from, through, or into the parishes, townships, and places following, or some or one of them (that is to say):

Baglan, Briton Ferry, Llantwit-juxta-Neath, Neath, Cadoxton-juxta-Neath, Coed-y-ffranc, and the borough of Neath.

#### Junctions and Subsidiary Railways.

**A Junction Railway No. 5.**—Commencing in the parish of Baglan, by a junction with the said Railway No. 1, authorised by the Act of 1891, at the termination thereof, and terminating in the parish of Briton Ferry, by a junction or junctions with the Briton Ferry Dock Railways, or sidings of the Great Western Railway Company on the south-east side of the Briton Ferry Dock, at a point thereon 7 chains, or thereabouts, measured along the said dock railways in a south-westerly direction from the point at which the subway in course of construction for carrying Church-street, Briton Ferry, under the said Dock Railways crosses the said Dock Railways.

**A Junction Railway No. 6.**—Commencing in the said parish of Briton Ferry, by a junction with the before-mentioned Railway No. 5 immediately to the south-eastward of the said Dock Railways, at a point 5 chains, or thereabouts, measured in a south-westerly direction from the termination of the intended Railway No. 5 as above described, and terminating in the parish of Baglan, by a junction or junctions with the said Dock Railways, at a point thereon 17 chains, or thereabouts, measured along the said Dock Railways in a south-westerly direction from the point at which the aforesaid subway crosses the said Dock Railways.

**A Junction Railway No. 1A,** wholly in the said parish of Briton Ferry, commencing by a junction with the said intended Railway No. 1, at or near the termination thereof as hereinbefore described, and terminating by a junction with the South Wales Railway of the Great Western Railway Company, at a point 11 chains, or thereabouts, measured along that railway in a northerly direction from the bridge, carrying the South Wales Mineral Railway over that railway.

**A Junction Railway No. 2A,** wholly in the parish of Briton Ferry, commencing by a junction with the South Wales Railway of the Great Western Railway Company, at a point 13 chains, or thereabouts, measured in a southerly direction along that railway from the aforesaid bridge, carrying the South Wales Mineral Railway over the same, and terminating by a junction with the intended Railway No. 2, at or near the commencement thereof as hereinbefore described.

**A Junction Railway No. 2B,** wholly in the

parish of Cadoxton-juxta-Neath, commencing by a junction with the intended Railway No. 2, in a piece of ground numbered 358 in that parish on the Ordnance Map (Scale  $\frac{1}{25000}$ ), about 2 chains, or thereabouts, south of the south-west corner of the garden numbered 357 in that parish on the Ordnance Map, and terminating by a junction with the Swansea and Neath Railway of the Great Western Railway Company, at a point 43 chains; or thereabouts, measured along the said Swansea and Neath Railway in a southerly direction from the point where the tramway, leading to the aforesaid Crown Copper Works, passes over the said Swansea and Neath Railway, near to and westward of the said works.

A Junction Railway No. 3A, commencing in the parish of Briton Ferry by a Junction with the partly-constructed railway of the Neath Harbour Commissioners, being Railway No. 3 authorised by the Neath Harbour Act 1874, at a point thereon 1 chain, or thereabouts, eastward of the bridge intended to carry the same over the authorised navigable cut of the Neath Harbour Commissioners, and terminating in the parish of Neath by a junction with the Railway No. 3 proposed to be authorised by the Bill in a piece of ground No. 107 in the parish of Neath on the Ordnance Map (scale  $\frac{1}{25000}$ ), at a point near the north-western boundary of that piece of ground, and 14 chains, or thereabouts, measured along the said north-western boundary in a south-westerly direction from the northernmost corner of that piece of ground.

A Junction Railway No. 4A, commencing by a Junction with the said Swansea and Neath Railway, at or near the termination of the proposed Railway No. 2B, above described, and terminating by a junction with the intended Railway No. 4, at or about the commencement thereof as hereinbefore described. The said railway will be situate in the parish of Cadoxton-juxta-Neath, and in the hamlet of Coed-y-ffranc, or one of them.

A Railway No. 7, commencing in the parish of Llansamlet by a junction with the Railway No. 1 authorised by the Act of 1886 at a point 9 chains, or thereabouts, from the commencement of that railway, as shown on the plans of 1886, and terminating in the parish of Swansea (hamlet of St. Thomas) by a junction with a railway or siding belonging to the Swansea Harbour trustees, situate on the east side of the tidal basin of the Prince of Wales Dock, Swansea, at a point a chain, or thereabouts, east of the eastern side of that basin.

Railway No. 8.—Wholly in the parish of Michaelston-super-Avon, commencing by a junction with the railway of the Company 6 chains, or thereabouts, measured in a south-westerly direction along that railway from the Pontrydyfen Station booking office thereon, and terminating by a junction with the South Wales Mineral Railway at a point 34 chains, or thereabouts, measured along that railway in an easterly direction from the south-eastern end of the tunnel thereon.

Canal Dock-works and Railway.

A widening, variation, narrowing, deepening, and alteration in the borough and parish of Neath of the Neath Canal, and of the waterway and banks thereof between the bridge

carrying Bridge-street, Neath, over the said canal and the bridge over the said canal known as the Melinchrythan Bridge, and the conversion of the said portion of the canal for use as a dock, and in connection with such works the alteration and diversion of the towing path of the said canal between such points, and the diversion or stopping up of all or any other roads abutting on the canal between such points, or of parts thereof, and the reconstruction as opening bridges of the road bridges over the said canal known as the Green Bridge and the Melinchrythan Wharf Bridge.

A lock and entrance in the said borough and parish to connect the said portion of the canal with the river Neath, commencing on the west side of the said canal opposite or nearly opposite the gasworks of the mayor, aldermen, and burgesses of the said borough and extending southward to the river Neath, and there terminating.

Railway No. 3B, a branch railway or siding wholly in the borough and parish of Neath commencing by a junction with the said intended Railway No. 3, at or near the termination thereof, as hereinbefore described, and terminating at or near the western side of towing path of the said canal 3 chains, or thereabouts, measured in a south-westerly direction along the said towing-path from the south side of the bridge, carrying Bridge-street, Neath, over the said canal.

All necessary and convenient bridges, viaducts, rails, sidings, junctions, stations, embankments, fences, towing-paths, toll-houses, arches, locks, weirs, sluices, dams, channels, basins, staunches, conduits, culverts, sewers, drains, pipes, feeders, cuts, lay byes, wharves, quays, shipping places, entrances, slips, jetties, landing places, pumps, engines, engine-houses, cranes, drops, dolphins, moorings, buoys, and other machinery, approaches, roads, buildings, yards, works, and conveniences connected with or ancillary to the aforesaid works or any of them.

2. To authorise the Company to deviate laterally from the lines of the intended works, and vertically from the levels thereof, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or the Harbours, Docks, and Piers Clauses Act, 1847.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently all such roads, highways, footpaths, towing paths, wharves, quays, pipes, wires, and apparatus, sewers, rivers, streams, banks, bridges, canals, cuts, railways, and tramways within the parishes, townships, and 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.

4. To authorise the Company to purchase and take by compulsion or by agreement lands, houses, tenements, and hereditaments in the parishes, townships, and places aforesaid, for the purposes of the intended railways and other works, and of any works connected therewith, and for the purposes of the Bill, and also for the purposes of wharves and works in connection with the canal works aforesaid to acquire compulsorily or by agreement the lands and properties on both sides of the Neath Canal between the aforesaid gasworks and Greenbridge, which lands are situate in the borough and parish of Neath are numbered respectively 1, 4, 5, 6, 7, 8, 9, 10, 12, and 142, in

that parish on the Ordnance Map (scale  $\frac{1}{25000}$ ). And notwithstanding anything in the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and acquire any part or parts without acquiring the whole of any house, building, manufactory, or premises, and to vest in the Company all or any lands and foreshore which may be reclaimed by means of any works to be constructed by them under the powers of the Bill, and to vary and extinguish all rights and privileges connected with the lands, foreshore, houses, and hereditaments so purchased or reclaimed.

5. To empower the Company to stop up and extinguish all rights of way and other rights over or affecting so much of any towing-path or road as will be rendered unnecessary by any intended diversion thereof, and to vest in the Company or in adjoining owners, or partly in the Company and partly in adjoining owners, the site and soil of any towing-path or road which may be stopped up under the powers of the Bill.

6. To empower the Company to dredge, deepen, scour, and cleanse the Neath Canal in the neighbourhood of the portion of that canal proposed to be altered and converted as aforesaid, and the river Neath for the purpose of providing access to the lock and entrance and said portion of canal, and to appropriate and use the soil and material obtained in such operations.

7. To enable the Company from time to time to take and divert into the aforesaid portion of the Neath Canal and Lock and entrance water from the Neath Canal and the river Neath, and the Jersey Extension Canal at Briton Ferry.

8. To authorise the Company to purchase and acquire, and to empower the Company of proprietors of the Neath Canal Navigation to sell all that portion of the Neath Canal which lies between the aforesaid bridge, carrying Bridge-street, Neath, over the said canal, and the termination of the said canal at Briton Ferry, together with all cuts, lay-byes, roads, towing-paths, bridges, locks, feeders, culverts, and other works, lands, houses, wharves, warehouses, and property, rights, powers, and privileges of the said Canal Company, connected therewith, and whether free and discharged from any duties and liabilities connected with such part of the canal or otherwise, and to enable the Company to appropriate and utilise for the purpose of the said intended Railways Nos. 3 and 3B, or either of them, all or any portion of the said canal, or works or lands connected therewith, and to empower the Company and the said Canal Company to enter into and carry into effect agreements in respect to such sale, purchase, or user.

9. To authorise and empower the Company to regulate and manage the portions of canal intended to be converted and altered, or to be purchased as aforesaid, and the lock and entrance proposed to be authorised as aforesaid, to appoint dockmasters, lockmasters and other officers, and servants, meters, and weighers, and to define the limits within which such persons shall exercise the powers proposed to be conferred upon them by the Bill, and to incorporate with the Bill, either in extenso or by reference, all or some of the provisions, and to confer upon the Company all or some of the powers of the Harbours Docks and Piers Clauses Act, 1847, and generally to confer upon the Company all powers usually conferred upon the owners of docks or wharves, and to authorise the Company to make bye-laws for the management, use, and safety of and for the control and regulation of the persons, goods, cattle, ships, boats, barges, and other vessels or

craft passing over, using, or frequenting or resorting to the said portions of canal, or any conveniences or lands of the Company.

10. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and any railways and works which the Company may, under the Bill, be authorised to run over and use, or in respect of ships, boats, barges, or other vessels or craft, goods, merchandise, articles, things, or persons resorting to or entering, or leaving the portions of canal to be converted and altered, or purchased as aforesaid, and the lock and entrance authorised by the Bill, or using the same, or any of the works, lands, buildings, or property of the Company, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

11. To enable the Company, for the purposes of the proposed railways and works, and for all or any of the purposes of the Bill and for the general purposes of the Company to apply their corporate funds and revenues, and to raise further money by debenture stock, and by borrowing, and by the creation and issue of new shares and stock (ordinary or preferential) in the Company.

12. To enable the Company, notwithstanding anything in the Harbours, Docks, and Piers Clauses Act, 1847, to demise or lease or grant the use or occupation of any warehouses, buildings, or lands for such period, and on such terms and conditions as they may think fit.

13. To empower the Company on the one hand and the Neath Canal Company on the other hand, to enter into and carry into effect contracts and agreements or arrangements with respect to all or any of the following matters (that is to say):

The working, use, management, and maintenance by the Company or the said Canal Company, of all or any part or parts of the portions of the canal to be converted and altered or purchased as aforesaid.

The formation and erection and providing by the contracting Companies or either of them, of wharves, warehouses, sidings, accommodation works, buildings, and conveniences, and the maintenance, use, and repair thereof.

The fixing payment and collection of tolls, rates, and charges.

14. To authorise the Company to appropriate and convert to purposes of their intended Railway No. 2 the Railway No. 3 aforesaid of the Neath Harbour Commissioners (hereinafter called "the Commissioners"), including the Bridge intended to carry the same over the authorised navigable cut, and to empower the Company, or require the Commissioners, to construct and complete the said Railway No. 3 on the levels shown on the deposited sections referred to in the Neath Harbour Act, 1874, or on such other level within the powers of that Act as may be compatible with the construction of the railways proposed to be authorised by the Bill, and to alter the position or levels of, and to extend and re-arrange the rails, sidings, and works of the Commissioners authorised or existing so as to admit of the construction of junctions and the free passage and interchange of traffic between, along, and across the railways of the Company and the said rails, sidings, and works, and to empower the Company and the Commissioners to make and maintain such junctions, and to provide for the settlement, by arbitration or otherwise, of the mode in, and the terms and conditions upon which any such appropriation, construction, alteration, and extension, or re-arrangement, or junction, shall be carried out or made.

15. To enable the Company on the one hand, and the Commissioners on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for and with respect to the leasing to the Company by the Commissioners of any or any part of any docks, quays, wharves, lands, sidings, and lines of railway approaches, warehouses, buildings, cranes, coal, tips, staiths, machinery, and other conveniences connected with the Commissioners undertaking, and to confer upon the Company and the Commissioners all necessary powers with respect to the above matters, and to exempt the Commissioners so far as regards any lands, warehouses, buildings, wharves, cranes, machines, or other conveniences included in any such agreement from the provisions of the Harbours, Docks and Piers Clauses Act, 1847, with respect to the leasing thereof.

16. To empower the Company, and any company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways following (that is to say):

The railways, sidings, and tramways of the Swansea Harbour trustees.

The railways, sidings, and tramways of the Commissioners.

Or any portion thereof respectively whether constructed or authorised to be constructed, and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking, and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, or any of them.

17. To revive the powers granted to the Company, and to extend the time limited for the compulsory purchase of land for and for the completion of the railway and works authorised by the Rhondda and Swansea Bay Railway Act, 1888.

18. To sanction, confirm, and give effect to any agreements which may have been or may be entered into between the Company and the Commissioners, or the Neath Canal Company touching any of the matters aforesaid.

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

20. To alter, amend, or repeal the provisions or some of the provisions, of the following local and personal Acts, viz. :—

The Rhondda and Swansea Bay Railway Act, 1882, and any other Act or Acts relating to the Company, or the undertaking, 6 and 7 Vic., cap. 71; the Neath Harbour Act, 1874, and any other Act or Acts relating to the Commissioners or their undertaking, 5 and 6 William IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking, 31 George III., cap. 85; and any other Act or Acts relating to the Company of proprietors of the Neath Canal navigation or their undertaking.

And notice is hereby also given, that plans and

sections of the railways and other works proposed to be authorised by the Bill (so far as plans and sections are required by the Standing Orders of Parliament) showing the lines and levels thereof, and the lands, houses, and other property which may be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said works are intended to be made, or will be situate, or in which any lands or houses to be taken compulsorily under the powers of the Bill are situate 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 any such 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 19th day of November, 1891.

STRICKS and BELLINGHAM, Swansea,  
Solicitors for the Bill.

REES and FRERE, 13, Great George-  
street, Westminster, Parliamentary  
Agents.

In Parliament—Session 1892.

Newport Pagnell and District Tramways.

(Extension of time for the Construction and Completion of the Tramways and Works authorised by the Newport Pagnell and District Tramways Order, 1887, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1887; Amendment of Acts; and other purposes.)

NOTICE is hereby given that an application is intended to be made to Parliament in the ensuing session by the promoters of the Newport Pagnell and District Tramways Order, 1887, for leave to bring in a Bill, and to pass an Act for all or some of the following purposes (that is to say):—

1. To extend the time limited for the construction and completion of the tramways and works authorised by the Newport Pagnell and District Tramways Order, 1887, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1887.

2. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer upon the Promoters the necessary powers for carrying out the object aforesaid, and to confer further powers with reference to their undertaking.

3. To amend, extend 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, the Tramways Orders Confirmation (No. 2) Act, 1887, and said Order of 1887.

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, 1891.

BLEWITT and TYLER, 79½, Gracechurch-  
street, London, Solicitors for the Bill.

WYATT, HOSKINS, HOOKER and WILLIAMS,  
28, Parliament-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1892.

Pontypridd Waterworks.

(Construction of Additional Waterworks; Compulsory Purchase of Lands; Power to Intercept and Impound Streams and Springs; Interference with Roads, &c.; Rates, Rents and Charges; Application and Increase of Share and Loan Capital; Agreements with Local Authorities, &c.; Amendment of Acts.)

NOTICE is hereby given, that the Pontypridd Waterworks Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for effecting the following or some of the following among other purposes (that is to say):—

To authorise the Company to make and maintain, in the county of Glamorgan, the following additional waterworks, or some of them, or some part or parts thereof respectively, viz.:—

- (a) A reservoir partly in the parish of Aberdare and partly in the townships or hamlets of Rhigos and Ystrad-y-fodwg, in the parish of Ystrad-y-fodwg, to be formed by an embankment 200 yards or thereabouts in length, across the valley of the Rhondda Fach river, at or near the point where the Nant-Bryn-y-Gelli brook flows into that river in the said township of Ystrad-y-fodwg, and extending up the said river for a distance of 4 furlongs or thereabouts.
- (b) A Conduit (No. 1) wholly in the parish of Aberdare, commencing in the before mentioned reservoir at a point 63 yards or thereabouts, measured in a north-westerly direction from the junction of the Nant-Bryn-y-Gelli brook with the Rhondda Fach river, and terminating by a junction with the Company's existing water main at the southern end of the Company's existing filter bed (No. 2) at Castell Nos, near Maerdy.
- (c) Filter beds and service tank (No. 1) wholly in the parish of Aberdare, to be situate alongside of Conduit (No. 1) before described, about half a mile from the commencement of that conduit, commencing at a point 25 yards or thereabouts, measured in an easterly direction from the bridge over the Rhondda Fach River, called Pont Lluestwen, and terminating at a point 273 yards or thereabouts, measured in a south-easterly direction from the said bridge.
- (d) Filter beds and service tank (No. 2) wholly in the parish of Aberdare, to be situate alongside of Conduit (No. 2) hereinafter described, commencing at a point 30 yards or thereabouts, measured in a southerly direction from the cottage at Castell Nos near Maerdy, occupied by John McCarthy the Company's waterman, and terminating at a point 178 yards or thereabouts, measured in a southerly direction from the said cottage.
- (e) A Conduit (No. 2), commencing in the parish of Aberdare, by a junction with the intended Conduit (No. 1) at the termination thereof before described, and terminating in the township and parish of Ystrad-y-fodwg, by a junction with the Company's existing water main at the northern end of Wrgant-place, Maerdy.
- (f) A Conduit (No. 3), wholly in the parish of Eglwysilan, commencing in the brook called Nant-cae-dudwg, at the boundary between the parishes of Eglwysilan and Llanfabon at a point 37 yards or thereabouts, measured in a northerly direction from the old Mill called Velin Fach, and terminating in the north-

eastern corner of the Company's reservoir at Cilfynydd.

- (g) A Conduit (No. 4) wholly in the parish of Eglwysilan commencing at a point in a stream on Bodwenarth Farm 11 yards or thereabouts, measured in a westerly direction from the south-western corner of the enclosure numbered 631 on the 25-inch Ordnance Map, and terminating in and near to the south-eastern corner of the Company's Cilfynydd Reservoir.
- (h) A Conduit (No. 5) wholly in the parish of Llanwonno commencing in the brook called Nant-blaen-hen-wysg at a point 40 yards or thereabouts, measured in a southerly direction down the said brook from the south-eastern corner of the enclosure numbered 1491 on the 25-inch Ordnance Map, and terminating in the public road by a junction with the Company's existing water main at a point opposite Brynhyfryd House in Hopkins-town.

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.

To authorise the Company to make and maintain in the parishes, hamlets, townships and places aforesaid, and every or any of them in connection with the intended works hereinbefore described, all necessary and convenient approaches, embankments, roads, ways, wells, tunnels, adits, tanks, filtering beds, dams, sluices, outfalls, channels, conduits, drains, pipes, engines, works and conveniences for obtaining, collecting, filtering, storing and distributing water.

To empower the Company to lay down, maintain, take up, alter and repair, mains, pipes, culverts and other works for the distribution of water, and for that purpose, and other purposes of the Bill, from time to time, to open or break up, alter, divert or stop up, temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing paths, streams, water-courses, sewers, drains, pipes, tubes, telegraphic and telephonic apparatus, railways and tramways within the parishes and places aforesaid.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, springs, streams, waters and other hereditaments in the parishes, townships, hamlets and places aforesaid, or any estate, right, interest or easement therein for the purposes of the intended works, and of the Company's undertaking, including:—

- (1) Two acres or thereabouts, of land in the parish of Eglwysilan, now forming part of the properties numbered 82, 83 and 107 on the 25-inch Ordnance Map of that parish.
- (2) One acre or thereabouts of land at Williams-town in the parish of Llantrissant, on which a service tank of the Company is situate, forming part of the property numbered 72 on the 25-inch Ordnance Map of that parish, and power to take all springs of water within a radius of 400 yards from the centre of the said tank, measured on the north-eastern side of the public road leading from Pen-y-graig to Trebanog.

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 incorporate and apply to the works to be thereby authorised, and to 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.

To enable the Company, subject to the provisions of the Bill, and except as will be therein expressed and excepted, to collect, impound, take, use, divert and appropriate for the purposes of the proposed new works, and of their undertaking, all such springs, streams and waters, as will or may be intercepted by the proposed works, or as may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following streams and waters (that is to say) the Rhondda Fach River and the streams, brooks and springs called Nant-Bryn-y-Gelli, Nant-bryn-y-gelli-uchaf, Nant-rhyd-felin, Nant-cae-dudwg, Bodwenarth, Nant-blaen-hen-wysg and Williamstown springs, the waters of all of which flow directly or indirectly into the River Taff, which falls into the Bristol Channel at Cardiff.

To constitute the proposed works for all purposes a part of the waterworks undertaking of the Company.

To authorise the Company to demand and recover rents, rates and charges for the supply of water, not exceeding the rents, rates and charges they are now authorised to demand, and to confer, vary or extinguish exemptions from rents, rates and charges, and to authorise the Company to supply water by meter, and to manufacture, sell and let meters and water fittings, and any apparatus used for the supply or consumption of water.

To extend the powers of the Company for the prevention of the fouling or contamination of any streams, springs or waters forming directly or indirectly any portion of their water supply, and if thought fit to confer on the Company the powers of a sanitary authority to make and enforce bye-laws and regulations to prevent the fouling, misuse and waste of the water supplied by them.

To enable the Company to apply their funds and any money they have power to raise to the purposes of the Bill, and for the same purposes, and for the general purposes of their undertaking, to raise additional capital by shares or stock, and by borrowing on mortgage, and the creation and issue of debenture stock, and to attach to such shares or stock, or part thereof, any preference or priority of dividend, or other advantage which the Bill may define.

To enable the Company on the one hand, and any local authority, company or persons, whether within or beyond the Company's limits of supply, on the other hand, to enter into and fulfil contracts and agreements for the supply of water in bulk, or otherwise, to such local authorities, companies or persons respectively, and to confer upon them respectively all necessary powers for the purposes aforesaid, and to enable such local authorities as are subject to the provisions of the Public Health Act to borrow money with the sanction of the Local Government Board, and to levy rates for those purposes.

The Bill will vary or extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer all such other rights and privileges as may be necessary for any purposes thereof, and will enable the Company and any local authorities, companies, bodies or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge and repeal the powers and provisions

of the Pontypridd Waterworks Acts, 1864 and 1875, and the Pontypridd Water Order, 1883, and any other Act or Order relating directly or indirectly to the Company.

The Bill will incorporate with itself, with or without variation, all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads, and the temporary occupation of lands.

Duplicate plans and sections showing the lines, situation and levels of the proposed works, and the lands and other property which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each of the aforesaid parishes, and a copy of this notice, will be deposited with the Parish Clerk of each such parish at their respective residences.

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, 1891.

FRANK JAMES & SONS, 24, Duke-street, Cardiff, Solicitors.

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

In Parliament.—Session 1892.

Liskeard and Caradon Railway (Extension of Time.)

(Extension of Time for Purchase of Lands and Completion of Works; 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 extend the respective periods limited by the Liskeard and Caradon Railway Act, 1884, and extended by the Liskeard and Caradon Railway Act, 1887, for the compulsory purchase of lands and houses for the purposes of the said Act of 1884, and for the completion of the railway and works thereby authorised.

2. 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.

3. To alter, amend, extend, enlarge, or to repeal so far as may be necessary for the purposes of the Bill, the provisions of the said Act of 1884 and of all other Acts relating to the Company.

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 16th day of November, 1891.

CHILDS and SON, Liskeard, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.



Board of Trade.—Session 1892.

Ashton-under-Lyne (Corporation) Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Corporation of Ashton-under-Lyne within the Borough of Ashton-under-Lyne; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets, Railways, and Tramways; the Laying Down and Erection of Electric Lines, Pipes, Wires, and Apparatus; the Taking and Recovery of Rates and Charges; the Entry into Houses and Lands; the Making of Contracts and the Transfer of Undertaking; the Borrowing of Money; and other matters.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Ashton-under-Lyne, in the county of Lancaster (hereinafter called the Corporation, and whose address is the Townhall, Ashton-under-Lyne), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called the Order) under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorize the Corporation to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts, within the borough of Ashton-under-Lyne, in the county of Lancaster (hereinafter called the area of supply).

2. The names of the streets in which it is proposed that electric lines shall be laid down, within a specified time, are as follows:—

Stockport-road, Stamford-street, Mill-lane, and Oldham-road, from Stamford-street to Oldham-road Station, Old-street, Market-place, Wellington-road, from Oldham-road eastwards.

3. To enable the Corporation to purchase, take on lease, and hold lands or interests, or easements in or over lands, or to appropriate for the purposes of the Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, buildings, and appliances for generating, producing, storing, supplying, and distributing electricity, or for other the purposes of the Undertaking, and to empower the Corporation to sell or dispose of any lands not required for the purposes of the Undertaking.

4. To authorize the Corporation to open, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, drains, and gas and water mains and pipes, and telegraph and telephone and other wires within the area of supply, and to lay down, erect, maintain, renew, and remove, either above or under ground, or otherwise, electric lines, conductors, mains, pipes, tubes, wires, posts, street or distributing boxes, meters, apparatus, and other works or things required for the purpose of enabling the Corporation to supply, produce, store, convey, transmit, or distribute electricity within the area of supply, and to confer all such other powers upon the Corporation as may be necessary for effecting the objects of the proposed Undertaking.

5. To authorize the Corporation to manufacture, purchase, hire, sell, and let lamps, accumulators, meters, dynamos, fittings, plant, machinery, and other matters or things required for the purposes of the Order; and to acquire, work, and use patent rights for the producing, storing, con-

trolling, distributing, and measuring, or otherwise relating to the supply of electricity.

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

7. To authorize the Corporation to break up, pass, or cross over or under all streets and parts of streets carried over any railway or canal, and to break up or interfere with the following railways and tramways, so far as they are situate within the area of supply, namely, Lancashire and Yorkshire Railway; Oldham, Ashton-under-Lyne, and Guidebridge Junction Railway; Manchester, Sheffield, and Lincolnshire Railway; London and North-Western Railway (Stalybridge and Stockport Branch); the Manchester Carriage and Tramways Company Limited; the Oldham, Ashton-under-Lyne, Hyde, and District Tramways; the Huddersfield Canal; the Manchester and Ashton-under-Lyne Canal.

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

9. To authorize the Corporation to enter upon any houses, buildings, or lands supplied or proposed to be supplied with electricity for any purposes relating to such supply.

10. To authorize the Corporation to enter into contracts with companies or persons for the execution and maintenance of works, and the supply of electricity, and to relieve the Corporation from the consequences of any acts or defaults of any such contractors, and to empower the Corporation to transfer to companies or persons all or some of their powers, duties, liabilities, and works for such period and upon such terms and conditions as may be agreed upon.

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

12. To empower the Corporation to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest upon the borough fund and borough rate of the borough, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the Undertaking.

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

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December, 1891, and printed copies of the Draft Order, when deposited, and of the Order, when made, may be obtained (at the price of one shilling for each copy) at the offices of the under-mentioned Town Clerk and Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement (as published in the London Gazette) will be deposited on or before the 30th November, for public

inspection, at the office of the Clerk of the Peace for the county of Lancaster, and at the Town Clerk's office, No. 121, Stamford-street, in the borough of Ashton-under-Lyne.

And notice is hereby further given, that every local or every other public authority, Company, or person desirous of bringing before the Board of Trade any objection respecting this application, must do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1892, and a copy of such objection must also be sent to the undermentioned Town Clerk or Parliamentary Agents.

Dated this 18th day of November, 1891.

CHARLES GARTSIDE, Town Clerk, Ashton-under-Lyne.

SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

**In Parliament.—Session 1892.**

North Eastern Railway (Hull Docks).

(Amalgamation of the Dock Company at Kingston-upon-Hull with the North Eastern Railway Company; Lease or Purchase by the Railway Company of the Undertaking of the Dock Company; Power to enter into and Confirmation of Agreements and other powers; 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 amalgamate from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the Dock Company at Kingston-upon-Hull (hereinafter called the "Dock Company"), with and into the North Eastern Railway Company (hereinafter called "the Company"), and to provide for the union and consolidation into one undertaking of the undertakings of the Company and the Dock Company (hereinafter called the "two Companies") respectively, so that the undertakings of the two Companies may (except where otherwise provided in by or under the provisions of the said intended Act) be vested in and belong to the Company as one united and consolidated Company.

To empower the Dock Company to lease in perpetuity or for a limited period or periods, or to sell and transfer their undertaking to the Company, and the Company to accept such lease, sale, or transfer for such consideration, and at such periods, and upon such terms and conditions as may be agreed on between the two Companies, or as may be prescribed in or provided for by the intended Act; and upon any such amalgamation, sale, transfer, or lease, to enable the Company to exercise, enjoy, perform, fulfil, and discharge (subject to any modifications which may be provided for by the intended Act) all or some of the rights, powers, privileges, authorities, obligations, debts, liabilities, claims, and demands of the Dock Company, whether in relation to their own or any other undertaking, or the purchase or sale of lands and other property, the execution of works, the levying of tolls, rates, dues, and charges, the raising of money, or any other matters whatsoever.

To provide for the dissolution of the Dock Company as a separate and independent Com-

pany, and for the incorporation of the proprietors therein with the Company and its proprietors, and for the appointment, resignation, and retirement of and other arrangements with respect to directors, officers, and servants.

To provide for the conversion into stock of the Company of any stocks or shares of the Dock Company, and as to the dates on which the dividends, interest, and annual or other payments are to be paid, and to empower the Company and the Lancashire and Yorkshire and Manchester, Sheffield, and Lincolnshire Railway Companies, and any other body or person, to sell, convert or deal with any stock or shares held by them, any provision in any Act of Parliament, agreement, or other document to the contrary notwithstanding.

To provide for the mortgage, bond, debenture, and other debts of the two Companies respectively, and the security of the respective creditors, and to enable the Company to pay off or redeem the mortgage, bond, debenture, and other debts of the Dock Company, upon such terms and conditions as may be prescribed or authorised by the intended Act, and to create and issue such shares or stock as may be necessary for the purposes of the intended Act, with or without a preference or priority in payment of dividends, and to confer such preference or priority on the existing shares or stocks of the Dock Company, or on any of them, or on any shares or stock that may be substituted therefor, as have been or may be agreed upon.

To empower the Company and the Dock Company from time to time to enter into and carry into effect contracts, agreements, and arrangements with reference to all or any of the matters aforesaid, and also with reference to the working, use, management, and maintenance by the Company of the undertaking of the Dock Company or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for their respective undertakings, or either of them, or any part or parts thereof respectively; the supply and maintenance of engines, stock, and plant, for such working and using, the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, dues, charges, income, revenues, and profits arising from the undertakings of the said Companies, or either of them; the rebates and allowances to be made by either of them to the other; the employment of officers and servants for the conduct of such traffic or any of it.

To confirm or provide for the confirmation of or to give effect to any agreement or agreements made between or on behalf of the two Companies, and any act done by them, or either of them, in contemplation or anticipation of or in any way relating to any of the objects of the intended Act.

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

And it is proposed by the said intended Act to amend or repeal all or some of the powers and provisions of the local and personal Acts following, or some of them (that is to say):—

17 and 18 Vict., cap. 211, and all other Acts relating to the Company;

31 and 32 Vict., cap. 64, and 37 and 38 Vict., cap. 102, and all other Acts relating to the Lancashire and Yorkshire Railway Company;

37 and 38 Vict., cap. 132, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

The Kingston-upon-Hull Dock Act, 1774, and all other Acts relating to the Dock Company at Kingston-upon-Hull.

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, 1891.

A. KAYE BUTTERWORTH, York; THOMAS HOLDEN, Hull, Solicitors.

SHEPWOOD AND CO., 7, Great George-street, Westminster; DYSON AND CO., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session—892.

Midland Railway.

(New Railways; Alterations of Railway; Widening of Railways, Roads, and other Works, and Stopping Up of Footpaths, and Additional Lands in the Counties of Cumberland, York (West Riding), Lancaster, Derby, Nottingham, Lincoln, Norfolk, Leicester, Warwick, Worcester, Northampton, Bedford, Hertford, Middlesex, Gloucester, Glamorgan, and London; Powers to Company and Great Northern Railway Company to Construct Railway at Sutton Bridge; Powers to Company and North-Eastern Railway Company as to Land at Ilkley; Further Powers to the Company as to Hotels and as to Land at Leicester; Extension of Time for Construction of Blackwell Branch Extension Railway; Extension of Time for Sale of Superfluous Lands; Confirmation of Agreements with Guiseley, Yeadon, and Headingley Railway Company; Powers to Company and Great Northern and North-Eastern Railway Companies to Raise Additional Capital and Apply Funds; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Midland Railway Company (in this notice called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the new railways, alterations of railway, and the widenings of existing railways, and other works following, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

Four railways to be called the Chapeltown Branch Extensions, situate wholly in the West Riding of the county of York:

No 1, commencing in the township and parish of Ecclesfield by a junction with the Company's authorised Chapeltown Branch deviation (now in course of construction), at a point thereon, 15 chains, or thereabouts, north of the crossing thereby of the public road from Rotherham to Wortley, and terminating in the township of Wombwell, in the parish of Darfield, at or near the northern fence of the public road from Hemingfield to Nether Hoyland, at a point 8 chains, or thereabouts, west of the junction of the public road from Elsecar to Hemingfield, with the said road;

No. 2, commencing in the township of Wombwell, in the parish of Darfield, by a junction with the intended Railway No. 1 at the termination thereof, and terminating in the

township of Ardsley, in the parish of Darfield, by a junction with the Company's Cudworth and Barnsley Railway, at a point thereon 7 chains, or thereabouts, south of the south end of the viaduct, carrying that railway over the river Dearne;

No. 3 situate wholly in the townships of Ardsley, in the parish of Darfield, and Barnsley, in the parish of Silkstone, commencing by a junction with the intended Railway No. 2, at or near the north side of the public road, leading from Barnsley to Ardsley, at a point thereon 24 chains, or thereabouts, measured in a westerly direction from the bridge, carrying the said road over the Dearne and Dove Canal, and terminating by a junction with the Company's Cudworth and Barnsley Railway, at a point thereon 42 chains, or thereabouts, measured in a south-westerly direction from the south end of the viaduct, carrying that railway over the river Dearne;

No. 4, situate in the township of Wombwell, in the parish of Darfield, commencing by a junction with the intended Railway No. 1 at the termination thereof, and terminating by a junction with the Company's railway from Derby to Leeds, at a point thereon 41 chains, or thereabouts, measured in a southerly direction from the booking office at Darfield Station;

which said intended railways, will be situate in the parishes, townships and extra-parochial places following or some of them (that is to say): Ecclesfield, Tankersley, Wath upon Dearne, Nether Hoyland, Wombwell, Darfield, Worsborough, Ardsley, Silkstone, Barnsley, and Billingley.

Three railways to be called the Heysham branches, and a pier to be wholly situate in the township of Poulton Barge, and Torrisholme, in the parish of Lancaster, and in the township and parish of Heysham, all in the county of Lancaster:—

No. 1, commencing by a junction with the Company's railway from Lancaster to Morecambe, at a point thereon 20 chains, or thereabouts, north-west of the bridge carrying Torrisholme Moss-lane, over the said railway, and terminating at a point on the shore of Morecambe Bay, at or near to the headland, marked on the 6 inch Ordnance Map as the Far Naze, and 60 chains, or thereabouts, measured in a south-westerly direction from Heysham Hall.

No. 2, commencing by a junction with the Company's railway from Lancaster to Morecambe, at a point thereon 24 chains, or thereabouts, east of the booking office of Morecambe Station, and terminating by a junction with the intended Railway No. 1, at a point thereon 25 chains, or thereabouts, south-west of the level crossing of the Company's said railway by the occupation road known as Poulton Moss-lane.

No. 3, commencing by a junction with the intended Railway No. 1, at a point thereon 37 chains, or thereabouts, east of the termination of that railway as hereinbefore described, and 38 chains, or thereabouts, south of Heysham Hall, and terminating on the east side of the public road called Banks Lane, at a point 32 chains, or thereabouts, south-west of Heysham Hall, and 18 chains, or thereabouts, north-east of the headland named on the 6 inch Ordnance Map as the Near Naze.

A pier commencing on the shore of Morecambe Bay at a point described as the termination of the intended Railway No. 1, and extending thence into Morecambe Bay for a distance of 25 chains, or thereabouts, in a north-westerly direction.

A railway to be called the Tibshelf Extension, situate wholly in the township and parish of Tibshelf, in the county of Derby; commencing by a junction with the Company's Tibshelf and Teversall Railway, at a point thereon  $12\frac{1}{2}$  chains, or thereabouts, east of the booking office at Tibshelf Station, and terminating in and near to the western corner of the field on the south-east side of and adjoining Saw Pit-lane and numbered on  $\frac{1}{2500}$  Ordnance Map 345 in the said parish.

A railway to be called the Mancetter Branch, situate wholly in the county of Warwick, commencing in the parish of Oldbury, by a junction with the Company's Stockingford Branch at the north-western termination thereof and terminating in the parish of Mancetter, in the field numbered on the  $\frac{1}{2500}$  Ordnance Map 28 in that parish, on the south side of the public road on the northern side of the said field at a point 29 chains, or thereabouts, north of the junction of that road with Ridge-lane, which said intended railway will be situate in the parishes and townships following, or some of them (that is to say), Oldbury and Mancetter, in the county of Warwick.

Two railways to be called the Bristol Branches, situate wholly in the parishes of Clifton and St. Augustine, in the city and county of Bristol, in the county of Gloucester:

No. 1 commencing by a junction with the railway from Hotwells to Avonmouth, belonging jointly to the Company and the Great Western Railway Company, formerly known as the Bristol Port and Pier Railway, at a point thereon 6 chains, or thereabouts, measured along that railway north of its termination at Hotwells, and terminating in the property of the Corporation of Bristol, on the eastern side of the public road known as "The Butts," or the road leading therefrom to Canon's Marsh, at a point nearly opposite the George Hotel.

No. 2 commencing by a junction with the intended Railway No. 1, at a point thereon on the eastern side of College-street, 1 chain, or thereabouts, from the south-east corner thereof, and terminating in the gasworks of the Bristol Gas Company.

And in connection with the said intended railways to empower the Company to stop up or divert the following streets, roads, and places, or portions thereof, namely, Hotwell-road, Partition-street, Lower College-street, College-street, Lower Lamb-street, Webber's-court, Thatched House-lane, College-crescent, Park-square, Lower College Green-avenue, and Anchor-lane.

It is also proposed to narrow the river Avon near Clifton Suspension Bridge.

The following alterations or deviations in the levels of the Company's authorised Dore and Chinley Railway:—

No. 1 commencing in the parish of Hathersage, in the county of Derby, by a junction with Railway No. 1, authorised by the Dore and Chinley Railway Act, 1884, at or near a point on the centre line of the said Railway No. 1, 7 miles 5 furlongs 6 chains from the commencement of the railway, as shown on the plans deposited for the purposes of the said Act, at the office of the Clerk of the

Peace for the county of Derby, and terminating in the parish of Hope, in the same county, by a junction with the said Railway No. 1, at or near a point on the centre line thereof, 9 miles from the said commencement thereof, as shown as aforesaid.

No. 2, situate wholly in the parish of Hope, in the said county, commencing by a junction with the said Railway No. 1 at or near a point on the centre line thereof, 10 miles 2 furlongs from the said commencement of the railway, as shown on the said deposited plans, and terminating by a junction with the said Railway No. 1 at or near a point on the centre line thereof 11 miles 2 furlongs from the said commencement, as shown as aforesaid, which said intended alterations or deviations will be situate in the parishes, townships, and places following, or some of them (that is to say), Hathersage and Hope, in the county of Derby.

A widening of the Company's railway from Chesterfield to Sheffield, commencing in the township of Dore, in the parish of Dronfield; in the county of Derby, at a point on the said railway at or near the Dore and Totley Station, and terminating in the township of Sheffield, in the parish of Sheffield, in the West Riding of the county of York, at or near the north end of the tunnel under Shrewsbury-road, Sheffield, which said intended widening will be situate in the parishes, townships, and extra-parochial places following, or some of them, that is to say, Dore, Dronfield, Beauchief Abbey (Liberty of), Norton, and Norton detached, in the county of Derby, and Ecclesall, Bierlow, Nether Hallam, Heeley, and Sheffield, in the West Riding of the county of York.

A widening of the Company's railway from Leicester to Nottingham, commencing in the parish of Ratcliffe-on-Soar, in the county of Nottingham, at a point 32 chains, or thereabouts, measured along the said railway in a southerly direction from the southern end of the Redhill tunnel, and terminating in the township of Long Eaton, in the parish of Sawley, in the county of Derby, at a point 7 chains, or thereabouts, north of the northern end of the Company's Treat Station, which said intended widening will be situate in the parishes and townships following, or some of them (that is to say), Ratcliffe-on-Soar and Thrumpton, in the county of Nottingham, and Long Eaton and Sawley, in the county of Derby.

A widening situate wholly in the parishes of Ampthill and Millbrook, in the county of Bedford, commencing at a point on the Company's railway from London to Bedford, at or near the north end of the Company's Ampthill Station, and terminating at a point on the said railway 32 chains, or thereabouts, north of the north end of the Ampthill Tunnel.

A widening commencing in the parish of Edgware, in the county of Middlesex, at a point on the Company's railway from London to Bedford, 25 chains, or thereabouts, south of the entrance to the Elstree tunnel, and terminating in the parish of Elstree, in the county of Hertford, at a point on the said railway at or near the south end of the platform of the passenger station at Elstree, which said intended railway will be situate in the parish of Edgware, in the county of Middlesex, and in the parish of Elstree, in the county of Hertford.

To empower the Company to make and maintain as part of their undertaking:

A subway for foot passengers in the township

and parish of Liverpool, in the county of Lancaster, commencing in the central station of the Cheshire Lines Committee, near the west end of Lawton-street, and passing thence across and under Fairclough-street, along and under Lawton-street, and across and under Renshaw-street, Mount Pleasant, Ranelagh-place, and Brownlow-hill, or some of them, and terminating in the Adelphi Hotel, at or near the south-west corner thereof.

To empower the Company to construct two new roads wholly situate in the parish of Castleton, in the county of Derby.

No. 1 commencing by a junction with the public road leading from Hope to Edale, 2 chains, or thereabouts, east of the bridge carrying the said road over the river Noe, at the eastern end of the field numbered 20 in the said parish on the plans of Railway No. 1, deposited for the purposes of the Dore and Chinley Railway Act, 1884, at the office of the Clerk of the Peace for the county of Derby, and terminating by a junction with the said road at a point 8 chains, or thereabouts, measured along the said road in a westerly direction from the said bridge.

No. 2 commencing by a junction with the said road at or near the eastern end of the field numbered on the said plans 51 in the said parish, and terminating by a junction with the said road at a point 4 chains, or thereabouts, measured along the said road in a westerly direction from the southern end of the fence dividing the fields numbered on the said plans 58 and 61 in the said parish.

And to stop up and discontinue and extinguish all rights of way over the portions of the existing road, which lie between the commencements and terminations of the proposed new roads respectively.

To empower the Company to construct a new road in the parish of Stoke Prior, in the county of Worcester, commencing by a junction with the public road leading from Aston Fields to Alcester at a point 9 chains, or thereabouts, west of the bridge carrying the Company's Birmingham and Gloucester Line over the said road, and terminating by a junction with the said road at a point 8 chains, or thereabouts, east of the said bridge, and to stop up and discontinue and extinguish all rights of way over so much of the existing road as lies between a point thereon 7 chains, or thereabouts, west of the said bridge and the termination of the proposed new road and over the public footpath along the south side of the said line and east of St. Godwald's Church.

To empower the Company to make a new footpath in the parish of South Witham, in the county of Lincoln (parts of Kesteven), commencing on the west side of the public road leading from South Witham to Thistleton known as Thistleton-lane, at or near the south-west corner of the bridge carrying the Company's Saxby and Bourn Railway, now in course of construction, over the said road, and terminating by a junction with the existing public footpath from Thistleton to South Witham at a point 15 chains, or thereabouts, measured in a westerly direction from the point of commencement of the proposed new footpath, and to stop up and discontinue and to extinguish all rights of way over so much of the existing public footpath from Thistleton to South Witham as lies north-east of the junction therewith of the proposed new footpath.

To empower the Company to make a new footpath in the township of Narborough, in the parish of Narborough, in the county of Leicester, com-

mencing by a junction with the existing public footpath from Huncote to Enderby at the southern corner of the field numbered 52 in the said parish on the plans deposited for the purposes of the Company's Enderby Branch authorised by the Midland Railway (Additional powers) Act, 1890, at the office of the Clerk of the Peace for the county of Leicester, and terminating on the western side of the field numbered 55 in the said parish on the said plans, at or near the junction of the said existing footpath with the public footpath to Thurlaston, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath from Huncote to Enderby as lies between the commencement and termination of the proposed new footpath.

To empower the Company to make a new footpath in the parish of Irchester, in the county of Northampton, commencing on the west side of the public road from Irchester to Irthlingborough known as Ditchford-road, at or near the south-west corner of the intended bridge, to carry the said road over the Company's Irchester and Raunds Branch, now in course of construction, and terminating by a junction with the existing public footpath from Irchester to Irthlingborough at a point 4 chains, or thereabouts, measured in a south-westerly direction from the point of commencement of the proposed new footpath, and to stop up and discontinue and to extinguish all rights of way over so much of the existing public footpath from Irchester to Irthlingborough as lies north of the junction therewith of the proposed new footpath.

To empower the Company to make a new footpath in the parish of Higham Ferrers, in the county of Northampton, commencing in the public road from Higham Ferrers to Chelveston at a point 12 chains, or thereabouts, measured along that road from the Market-place at Higham Ferrers and terminating by a junction with the existing public footpath from Higham Ferrers to Chelveston at a point 4½ chains, or thereabouts, in a south-westerly direction from the termination thereof, at or near the junction of the said road with the road to Newton Broomshold, and to stop up and discontinue and extinguish all rights of way over the portions of the said existing footpaths and of the existing public footpaths from Higham Ferrers to Newton Broomshold, which lie respectively to the west of the proposed new footpath.

To empower the Company in the township and parish of Keighley, in the West Riding of the county of York, to stop up and discontinue and extinguish all rights of way over the level crossings of Thwaites-lane and Gill-lane respectively, on the Company's railway from Leeds to Skipton.

To empower the Company to purchase by compulsion or agreement, and to hold lands (in which term in this notice, houses and buildings are included), for all or any of the purposes aforesaid, and also for extending their station, sidings, warehouse, coal wharf, depot, mineral goods and other accommodation, and for providing accommodation for persons belonging to the labouring classes, who may be displaced under the powers of the intended Act, and for other purposes connected with their undertaking, the lands following, or some of them (that is to say):

In the county of Cumberland.

Certain lands in the township of Scotby, in the parish of Wetheral, and in the township of Harraby, in the parish of St. Cuthbert, Carlisle, lying between the Company's Settle and Carlisle Railway and the Newcastle and

Carlisle Railway, of the North-Eastern Railway Company and near the Durran Hill Sidings.

In the West Riding of the county of York.

Certain lands in the township of Hunslet, in the parish of Leeds, situate on the south side of and adjoining the Company's Hunslet Down Sidings and lying between Telford-terrace and Pepper-lane.

In the county of Lancaster.

Certain lands in the township of Kirkdale, in the parish of Walton-on-the-Hill, situate at the south end of and adjoining the Company's Sandon Dock Goods depot, and lying between Regent-road, Boundary-street, and Victoria-road.

In the county of Derby.

Certain lands in the townships of St. Peter Derby, and Litchurch, in the parish of St. Peter Derby, lying between and adjoining the river Derwent, and the Derby Canal, and north-east of the Company's locomotive works at Derby.

Certain lands in the parishes of Hope and Hathersage on the north-west side of and adjoining the public road leading from Fox House to Grindleford and at and near the western end of the Totley tunnel on the Company's Dore and Chinley Railway now in course of construction.

Certain lands in the parish of Hope, situate on the north side of and adjoining the Company's said Dore and Chinley Railway, being portions of the fields numbered 63, 66, and 67 in that parish on the plans of Railway No. 1, deposited for the purposes of the Dore and Chinley Railway Act, 1884, at the office of the Clerk of the Peace for the county of Derby.

In the county of Nottingham.

Certain lands in the parish of St. Mary, Nottingham, situate on both sides of and adjoining Castle Meadow-road at the western end thereof.

In the county of Leicester.

Certain lands in the extra-parochial place of Leicester Abbey, and in the parish of St. Mary, Leicester, situate on the east side of and adjoining the Company's railway from Desford to West Bridge Station, Leicester, and lying between the Fosse-road and the river Soar.

Certain lands in the parish of All Saints, Leicester, situate at the western end of of Pingle-street, known as the Pingle Wharf.

Certain lands in the parish of Knighton, situate on the eastern side of the Company's railway from Bedford to Leicester, and on the southern side of and adjoining the premises known as the Knighton Brick Works.

In the county of Glamorgan.

Certain lands in the township of St. Thomas, in the parish of Swansea, situate on the east side of and adjoining the Company's Swansea Vale Railway, and on the west side of and adjoining Pentre Guinea-road near its junction with Thomas-street.

In the county of London.

Certain lands in the parish of St. Mary, Battersea, in the county of London, situate on the east side of and near to the London, Chatham, and Dover Railway, and on the west side and adjoining the southern end of Linford-street.

To empower the Company and the Great Northern Railway Company, or either of them

with the consent of the other, to make and maintain the new railway following with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

A railway, commencing in the parish of Sutton, St. Mary, in the county of Lincoln, parts of Holland, by a junction with the railway from Bourn to Lynn, belonging jointly to the Company and the Great Northern Railway Company at a point thereon  $16\frac{1}{2}$  chains, or thereabouts, measured in a westerly direction from the centre of the bridge carrying the said railway over the river Nene, and terminating in the parish of Central Wingland, in the said county, by a junction with the said railway at a point thereon  $28\frac{1}{2}$  chains, or thereabouts, measured in an easterly direction from the centre of the said bridge, which said intended railway will be situate in the townships, parishes, and places following, or some of them (that is to say): Sutton St. Mary, and Central Wingland, in the county of Lincoln (parts of Holland), and Central Wingland, in the county of Norfolk.

To empower the Company and the North-Eastern Railway Company, or either of them, with the consent of the other to acquire by compulsion or agreement, and to hold for the purposes of the Otley and Ilkley Joint Railway belonging to the two Companies.

Certain lands in the township and parish of Ilkley, in the West Riding of the county of York, situate on the north side of and adjoining the railway from Otley to Ilkley, and east of and near to Ilkley Station.

To extend and enlarge the powers conferred upon the Company by the Midland Railway (New Works, &c.) Act, 1877, with reference to the construction, acquisition, and holding of hotels in connection with their undertaking, and to empower them to acquire, hold, and maintain other hotels, in addition to those mentioned or referred to in that Act.

To empower the Company to retain and hold and to appropriate and use for the purposes of their undertaking certain lands in the parish of St. Margaret Leicester, in the county of Leicester, on the south side of and adjoining Station-street, and to authorise the erection thereon of buildings in connection with their station at Leicester up to the frontage line of the said street.

To extend the powers conferred on the Company by the Midland Railway (Additional Powers) Act, 1889, for the purchase of lands, and completion of the works of so much of the Blackwell Branch Extension authorised by the said Act as extends for a distance of 1 mile from the commencement thereof.

To authorise the purchase of so much of any property as may be required for the purposes of the intended Act without the Company or Companies purchasing the same being subject to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To vary and extinguish all existing rights and privileges connected with the lands proposed to be purchased or taken under the powers of the intended Act, or with the public and other roads, footpaths, and highways proposed to be stopped up and discontinued, or which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To make provision for the repair and maintenance of the intended new roads and footpaths by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the parishes, townships, or places within which the intended new roads and footpaths will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act, and for vesting in the Company the site and soil of the portions of roads and footpaths proposed to be stopped up, and to provide that the Company shall not be liable under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended railways or alterations or widenings of railways by a bridge or bridges, or the immediate approaches thereto, in any case where the levels of such road or approaches shall not be permanently raised.

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the use of the intended railways, and alterations and widenings of railways, pier, and works, and to confer exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and so far as may be necessary to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To confirm or give effect to any agreement or agreements in reference to the leasing, use, working, and management of a portion of the undertaking of the Guiseley, Yeadon, and Headingley Railway Company which has, or have been, or may be made between the Company on the one hand, and the Guiseley, Yeadon, and Headingley Railway Company on the other hand.

To empower the Company to raise further capital for all or any of the purposes of the intended Act, and of any other Act of the same session, and for any other purpose of or connected with any Railway belonging to the Company, either alone or jointly with any other Company or companies, or otherwise for the general purposes of the Company, 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 borrowing and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company, or which they may by any other Act of the ensuing session be authorised to raise.

To empower the Great Northern Railway Company and the North-Eastern Railway Company respectively to raise further capital for all or any of the purposes of the intended Act, in which they are interested 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 borrowing and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any

capital or funds belonging to those Companies respectively.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

The Act, local and personal, 7 and 8 Vic., cap. 18, and all other Acts relating to the Company.

The Act, local and personal, 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company.

The Act, local and personal, 17 and 18 Vic., cap. 211, and all other Acts relating to the North-Eastern Railway Company.

The Act, local and personal, 48 and 49 Vic., cap. 77, and any other Acts relating to the Guiseley, Yeadon, and Headingley Railway Company.

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of the notice of the intended application to Parliament, as published in the London Gazette, will, on or before the 30th day of November, in the present year, be deposited for public inspection, as follows (that is to say):

As regards the lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office in Carlisle. As regards the works and lands in the West Riding of the county of York, and the works and lands partly in that county and partly in the county of Derby, with the Clerk of the Peace for that Riding, at his office at Wakefield. As regards the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston. As regards the works and lands partly in that county and partly in the West Riding of the county of York, and the works and lands partly in the county of Derby and partly in the county of Nottingham, with the Clerk of the Peace for the county of Derby, at his office at Derby. As regards the last-mentioned works and lands, and the works and lands wholly in the county of Nottingham, with the Clerk of the Peace for that county, at his office at Newark. As regards the works and lands in the parts of Holland, in the county of Lincoln, and the works and lands partly in the parts of Holland and partly in the county of Norfolk, with the Clerk of the Peace for the said parts of Holland, at his office at Boston. As regards the last-mentioned works and lands, with the Clerk of the Peace for the county of Norfolk, at his office at Norwich. As regards the works in the parts of Kesteven, in the county of Lincoln, with the Clerk of the Peace for those parts, at his office at Stamford. As regards the works and lands in the county of Leicester, with the Clerk of the Peace for that county, at his office at Leicester. As regards the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington. As regards the works and lands in the county of Worcester, with the Clerk of the Peace for that county, at his office at Worcester. As regards the works and lands in the county of Northampton, with the Clerk of the Peace for that county, at his office at Northampton. As regards the works and lands in the county of Bedford, with the Clerk of the Peace for that county, at his office at Bedford. As regards the works partly in the county of Hertford and partly in the county of Middlesex, with

the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster. As regards the works and lands in the county of Gloucester, with the Clerk of the Peace for that county, at his office at Gloucester. As regards the lands in the county of Glamorgan, with the Clerk of the Peace for that county, at his office at Cardiff. As regards the lands in the county of London, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell. And that copies of so much of the said plans, sections, and books of reference, as relates to the several parishes in or through which the said intended works are proposed to be made or lands are situate, together with a copy of the said notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited as follows (that is to say), as regards the parish of St. Mary, Battersea, with the Vestry Clerk of that parish, at his office at Battersea Rise, Wandsworth, S.W., and, as regards the other parishes, with the Parish Clerk of each such parish, at his residence, and, as regards the extra-parochial place of Beauchief Abbey, with the Parish Clerk of the adjoining parish of Norton, at his residence, and, as regards the extra-parochial place of Leicester Abbey, with the Parish Clerk of the adjoining parish of St. Mary Leicester, at his residence.

And notice is hereby further given, that 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 19th day of November, 1891.

BEALE and Co., 28, Great George-street, Westminster, Solicitors.

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

In Parliament.—Session 1892.

St. Pancras Vestry.

(Additional Power of Borrowing Money, and Alteration of Provisions as to Borrowing Money under Electric Lighting Act, 1882; User of Existing Abandoned Pneumatic Tubes for Electric Mains and Lines; Power to Appropriate and Use the Subsoil and Under Surface of Highways for the Construction of Chambers for Accumulators and Transformers of Electricity; Amendment of Order and Acts.)

NOTICE is hereby given, that the Vestry of the parish of St. Pancras (Middlesex), in the administrative county of London (hereinafter called "the Vestry"), intend to apply to Parliament in the next Session thereof 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 Vestry to borrow moneys for the purposes of the St. Pancras (Middlesex) Electric Lighting Order, 1883, on mortgage, or by annuities or by the creation and issue of stock, to be secured on the rates and revenues of and leviable by the Vestry, and to provide for the time and mode of repayment of the money so borrowed, and to vary so far as they relate to the Vestry the provisions relating to the borrowing of money contained in the Electric Lighting Act, 1882.

2. To confirm the appropriation and user by the Vestry of the abandoned pneumatic tubes laid in Tottenham Court-road, Euston-road, Hampstead-road, and Drummond-street for the laying, placing, and maintaining of mains and

lines for the conveying and supplying of electricity for the purposes of lighting, heating and motive power, and to authorise the Vestry to remove, take up, and dispose of such tubes.

3. To empower the Vestry to construct and maintain, under the public highways, chambers and apparatus for accumulating, storing, and transforming electricity, and to appropriate and use for those purposes the subsoil and under-surface of such highways.

4. To repeal, alter, and amend so far as may be deemed expedient the provisions of the St. Pancras (Middlesex) Electric Lighting Order, 1883, and any other Order or any Act relating directly or indirectly to the Vestry.

5. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer on the London County Council and the Vestry any powers which may be deemed expedient to carry into effect the objects of the Bill, and will confer other rights and privileges, and will or may make applicable to or incorporate with itself, with or without alteration, the provisions, or some of the provisions, of the Local Authorities Loans Act, 1875, and any Act amending the same, and of Part V. of the Public Health Acts Amendment Act, 1890.

Printed copies of the said 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 November, 1891.

THOS. ECCLESTON GIBB, Vestry Clerk of St. Pancras, Vestry Hall, Pancras-road.  
DRYSON & Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1892.

Welshpool and Llanfair Railway (Abandonment). (Abandonment of Authorized Undertaking; Return of Money Deposit; Dissolution of Company; Amendment or Repeal of Act.)

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 purposes, that is to say:—

To authorize the abandonment of the railway and works authorized by the Welshpool and Llanfair Railway Act, 1887 (hereinafter called "the Act of 1887"), and the repayment of the money deposited with the Chancery Division of the High Court of Justice, in England, referred to in section 29 of the Act of 1887, to the person or persons, or the majority or the survivors of the persons, named in the warrant or Order referred to in that section.

To release the Welshpool and Llanfair Railway Company from all liabilities, penalties, and obligations for the non-completion of the said railway and works, and to relieve the said Company from and declare null and void all contracts, agreements, and arrangements with reference to such railway and works, and the purchase of land therefor, and to provide for the dissolution of the said Company, and the winding up of its affairs.

To amend, alter, or if need be to repeal all or some of the provisions of the Act of 1887, and to vary or extinguish all rights and privileges which would be inconsistent with the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1891.

HUGH C. GODFRAY, 60, Finsbury-pavement, E.C., Solicitor for the Bill.



In Parliament.—Session 1892.

Bute Docks, Cardiff.

(Power to make Sea Walls or Embankments, Dock, Railways, Diversion of River Taff, and other Works at Cardiff; Diversion of Water; Extension of Outfall Sewer; Acquisition and Reclamation of Lands; Definition and Extension of Dock Limits and of Dockmasters' authority, &c.; Dredging; Removal of Obstructions; General Dock and other Powers; Additional Lands; Tolls, Rates, and Charges, and Alteration of existing Tolls, Rates, and Charges; Tonnage and other Dues; Regulation of Docks, &c.; Bye-laws; Additional Capital; Rearrangement of existing Capital; Powers to the Taff Vale, Rhymney, and Great Western Railway Companies, and to the Corporation of Cardiff to subscribe and to raise Money. Appointment of Directors; Arrangements and Agreements with Taff Vale, Penarth Harbour Dock and Railway, Rhymney, Brecon and Merthyr Tydfil Junction, Pontypridd Caerphilly and Newport, Great Western, London and North Western, and Midland Railway Companies; Running Powers over Railways of certain Companies; Through Rates and Booking; Sidings, &c., to be made by the Taff Vale, Rhymney, and Great Western Railway Companies, and Provisions as to the working thereof and other regulations and requirements as to traffic of those Companies; Running Powers to the Great Western and Taff Vale Railway Companies over certain portions of the Rhymney Railway, and of the Railways of the Bute Docks Company, and to Rhymney and Great Western Railway Companies over Taff Vale Company's Roath Dock Branch; Confirmation of Agreements with Glamorganshire Canal Company; Restricting Tolls, Rates, and Charges of Taff Vale, Rhymney, and Great Western Railway Companies; Prohibiting discharging Refuse into the River Taff, &c.; Confirmation of Agreements; Change of Name of Company; Relief of Company from losses arising from strikes, &c.; Incorporation and Amendment and Repeal of Acts; and other purposes.)

**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 all or some of the following among other purposes (that is to say):

1. To authorise and empower the Bute Docks Company (hereinafter called "the Company") to make and maintain the works hereinafter described, or some of them, or some part or parts thereof, viz.:—

(1.) The sea walls or embankments hereinafter described for reclaiming portions of the foreshore or land or bed of the sea, known as or adjoining the Cardiff Flats, situate in or adjoining to the parishes of St. Mary Cardiff, and Roath, or one of them, in the county of Glamorgan, and as to the sea walls or embankments (No. 1) and (No. 2), as part of or in connection with the dock, entrance lock, communication cut or channel, and railways, also hereinafter described (that is to say):

(A.) A sea wall or embankment (No. 1), commencing at a point on the embankment of the Roath Branch of the Taff Vale Railway 330 feet, or thereabouts, measured in a northerly direction from the northern corner of the signal cabin on that branch opposite to and east of the Tharsis Copper

Works, and extending from thence in a southerly direction to, and terminating at, a point on the foreshore or land or bed of the sea 3,630 feet, or thereabouts, measured in a southerly direction, from the south-eastern corner of the Roath Dock of the Company, and 3,870 feet, or thereabouts, measured in a south-easterly direction, from the south-western corner of that dock.

(B.) A sea wall or embankment (No. 2), commencing on the embankment of the main line of railway of the Company to the south of the Roath basin and Roath Dock, at a point 800 feet or thereabouts, measured in a south-westerly direction from the point where a line drawn along the face of the coping of the western end of the Roath Dock would, if continued in a straight line seaward, intersect the said main line of railway, and extending thence in a south-easterly direction to and terminating at a point on the foreshore or land or bed of the sea 170 feet or thereabouts, measured in a south-westerly direction from the point of termination of the sea wall or embankment (No. 1) hereinbefore described.

(C.) A sea wall or embankment (No. 3), commencing at a point on the shore line 280 feet, or thereabouts, measured in a north-easterly direction from the outfall of the Roath main outfall sewer of the Corporation of Cardiff as the Urban Sanitary Authority for the borough of Cardiff, and extending thence in a south-westerly direction to and terminating at the point of termination of the sea wall or embankment (No. 1) hereinbefore described.

(D.) A sea wall or embankment (No. 4), commencing at the southern end of the existing tipped embankment of the Company near the Low Water Pier in the entrance channel of the Bute Docks at a point 50 feet, or thereabouts, to the east of the extreme eastern corner of the said Low Water Pier, and extending thence in a south-westerly direction to a point on the foreshore 2,400 feet, or thereabouts, measured in a south-westerly direction from the southernmost corner of the said Low Water Pier, and thence in an easterly direction to and terminating at the point of termination of the sea wall or embankment (No. 2) hereinbefore described.

(2.) A dock to be situate wholly or partly upon the foreshore or land or bed of the sea to be reclaimed as aforesaid, commencing at a point 1,100 feet, or thereabouts, measured in a south-westerly direction, from the south-eastern corner of the said Roath Dock, and 1,450 feet, or thereabouts, measured in an easterly direction from the south-western corner of such dock, and extending thence in a south-easterly direction to and terminating at a point 2,200 feet, or thereabouts, from the point of commencement of the said dock; together with an entrance lock commencing at the point of termination of the said dock, and terminating at a point 800 feet, or thereabouts, south-eastward of the point of commencement of such lock, near the points of termination of the said sea walls or embankments, and with a communication, cut, or channel between the said intended dock and the said Roath Dock, commencing from and out of the northern

end of the said intended dock, at or near the point of commencement of such dock hereinbefore described, and terminating in the said Roath Dock, on the southern side thereof, at a point 850 feet, or thereabouts, from the south-eastern corner of such dock.

- (3.) A pier or jetty commencing at or near the point of termination of the sea walls or embankments (No. 1) and (No. 3) hereinbefore described, and running thence seaward in a south-easterly direction to, and terminating at a point 600 feet, or thereabouts, from the point of its commencement.
- (4.) A pier or jetty, commencing at or near the point of termination of the sea walls or embankments (No. 2) and (No. 4), hereinbefore described, and running thence seaward in a south-easterly direction to and terminating at a point 600 feet, or thereabouts, from the point of its commencement.
- (5.) A Railway (No. 1) commencing by a junction with the Roath Dock Branch of the Taff Vale Railway, at a point 200 feet, or thereabouts, measured in a northerly direction from the north corner of the signal cabin on that Branch, opposite to and eastward of the Tharsis Copper Works, and terminating on the foreshore, or land, or bed of the sea, to be reclaimed as aforesaid at a point 1,200 feet, or thereabouts, measured in a north-westerly direction from the point of termination of the intended sea walls or embankments (No. 1) and (No. 3) hereinbefore described.
- (6.) A Railway (No. 2) commencing by a junction with the intended Railway (No. 1), at a point 600 feet, or thereabouts, measured in a south-easterly direction from the south-eastern corner of the said Roath Dock, and 1,090 feet, or thereabouts, measured in a south-easterly direction from the north-eastern corner of the said Roath Dock, and terminating on the foreshore, or land, or bed of the sea, to be reclaimed as aforesaid, at a point 1,150 feet, or thereabouts, measured in a north-easterly direction from the point of termination of the intended sea walls or embankments (No. 1) and (No. 3) hereinbefore described.
- (7.) A Railway (No. 3) commencing by a junction with the main line of the railway of the Company, running south of the Roath Dock, at a point 420 feet, or thereabouts, from the south-east corner of the Roath Dock, and being the point at which a straight line drawn along the face of the coping of the eastern end of the said Roath Dock, and continued through the said main line of railway, would intersect that railway, and terminating by a junction with the intended Railway (No. 1), at a point 160 feet, or thereabouts, measured in a westerly direction from the point of commencement of the intended Railway (No. 3).
- (8.) A diversion of the River Taff, commencing at a point in the said river 1,550 feet, or thereabouts, measured in a westerly direction from the extreme west corner of the Low Water Pier of the Company, in the entrance channel to the Bute Docks, and extending in a south-easterly direction for a distance of 2,500 feet, or thereabouts, and terminating in the said River Taff, at a point 2,900 feet, or thereabouts, measured

in a southerly direction from the southern end of the said Low Water Pier.

The said intended works hereinbefore described, and the works and conveniences connected therewith, and the lands, houses, and other property which will or may be taken for the purposes thereof, will be and are situate in the parishes of St. Mary Cardiff, Canton, or Llandaff, and Roath, in the county of Glamorgan, or some or one of them, or on the foreshore or bed of the sea adjoining such parishes, or some or one of them.

2. To enable the Company to divert into the hereinbefore described dock entrance lock and communication cut or channel, and works connected therewith, and the diversion of the River Taff, the waters of the Bristol Channel, of the entrance channel to the Bute Docks, of the Bute Docks, of the River Taff, and of the Glamorganshire Canal Navigation.

3. To enable the Company to make an extension of the existing main outfall sewer belonging to the Corporation of Cardiff as the Urban Sanitary Authority for the borough of Cardiff, known as the Cardiff main outfall sewer, situate in the parish of Roath, or on the foreshore adjoining such parish, such extension commencing at the termination of the existing culvert of such sewer and terminating at a point on the said foreshore or bed of the sea, 2,400 feet or thereabouts, south-eastward of the said termination of the existing culvert; with all necessary and convenient cuts, channels, cisterns, tanks, basins, and other works; and to vest in the said Corporation or Urban Sanitary Authority the extension of such sewer and works connected therewith when made, and to extend thereto all rights, powers, privileges, and obligations of the Corporation or Urban Sanitary Authority.

4. To confer powers on the Company for the purchase or acquisition by compulsion or agreement, and for the reclamation of the foreshore, lands, or bed of the sea, to be enclosed within or by any of the said intended sea-walls or embankments, works or otherwise, and to enable them to enter upon, take, hold, use, and appropriate, the lands so to be reclaimed for the purposes of their undertaking, and also powers for the construction and maintenance in connection with their existing and the intended works, or any of them, of all necessary or convenient entrances, cuts, locks, basins, timber floats or ponds, gates, sluices, piers, jetties, quays, landing and shipping places, wharves, coal tips, staiths, drops, hoists, cranes, lifts, warehouses, bridges, railways, stations, sidings, junctions, roads, signals, approaches, tram and other ways, graving docks, gridirons, shipbuilding yards, pontoons, slipways, stairs, sewers, drains, culverts, sidings, walls, reservoirs, moorings, buoys, buildings, and other structures, machinery, and conveniences.

5. To empower the Company to deviate in the construction of the several works hereinbefore described 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 upon the said plans or provided by the Bill.

6. To empower the Company to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, footpaths, towing paths, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic and telephonic and other electric apparatus, in or adjoining the parishes

and places hereinmentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said works, or any of them, or of the Bill, and to extinguish any rights of way or other rights over or affecting any of the lands to be acquired under the powers of the Bill, and to provide for the management and maintenance of altered or diverted roads by the parties entitled to manage and liable to maintain the existing roads, or such other parties as shall be specified in the Bill.

7. To declare and enact that the works and conveniences proposed to be authorised by the Bill shall form part of the Undertaking of the Company to all intents and purposes.

8. To repeal or amend Section 21 of the Bute Docks Act, 1882, and Section 22 of the Bute Docks (Further Powers) Act, 1886, and to extend and define the limits of the harbour, and to provide that the limits within which the powers and authorities of the dock masters, harbour masters, and pier masters of the Company may be exercised, shall be the docks, premises, and works of the Company under the Bute Docks Acts, as hereinafter defined, and the Bill respectively, in the parishes of St. Mary Cardiff, Canton or Llandaff, and Roath, and all places within 500 yards from any and every dock, basin, harbour, cut, channel, pier, jetty, embankment, quay, wall, or landing place of the Company.

9. To confer upon the Company all powers that may be necessary or expedient for removing all shingle, rocks, and shoals, buoys, beacons, or lights either above or below high water mark within the limits of the docks as extended and defined by the Bill, and for erecting and maintaining such works on the foreshore of the sea near the entrances to the said docks as may be necessary for the use and protection of the docks, piers, works, and shipping; and to enable the Company to dredge, scour, widen, deepen and improve from time to time the entrance channel to any of the existing and intended docks at Cardiff belonging to the Company, and all channels and waters surrounding and forming a means of access to those docks or to other works of the Company or some of them, and to use and appropriate any material so dredged.

10. To authorise the Company to abandon and discontinue the use of such portions of embankment and works already constructed or authorised under the powers of the Bute Docks Acts, or otherwise, as shall be rendered useless or unnecessary by the construction of the proposed new works, or any of them, or be inconsistent therewith.

11. To empower the Company to purchase by compulsion or by agreement for the purposes of the intended works, and other the purposes of the Bill, lands, buildings, and hereditaments and easements, in, under, or over any lands, houses, and hereditaments, and if they 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 also to empower the Company to purchase by compulsion or agreement the lands hereinafter described, or any part thereof, viz.:

Certain lands in the said parish of Roath, lying to the east of the Roath Dock branch of the Taff Vale Railway, and the railway of the Company in continuation thereof, and abutting partly on that branch and

partly on lands of the Company or the Marquess of Bute, to the east of the said railway of the Company, and extending along the foreshore of the Bristol Channel for a distance of about 1,200 yards.

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 Bill to vary or extinguish.

12. 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.

13. To enable the Company to demand, take, and recover tolls, rates, and charges upon or in respect of the intended railways, and works, or any of them, and upon or in respect of 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.

14. To authorise the Company to demand, levy, and recover tonnage and other dues, ballast charges, charges for supplying water, and rates in respect of vessels resorting to the intended dock or works, or coming within such limits as the Bill may define; and also dues, rates, or charges in respect of goods, wares, merchandise, cattle, articles, and things shipped or unshipped or warehoused at the said intended dock and works; for the hire or use of any pilot or tug vessels, or boats of the Company; and in respect of watching, lighting, and any services to be rendered or performed, or cranes, wharves, or other appliances or conveniences provided or accommodation afforded by the Company.

15. To empower the Company from time to time to sell, exchange, let, or lease any lands from time to time belonging to them, to let or lease wharves or warehouses, buildings, yards, cranes, machines, shipping staiths, tips, cranes, lifts, or other conveniences, and to make charges in respect thereof, and to exempt all or some of such lands and the Company in respect thereof from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and to amend the provisions of section 49 of the Bute Docks (Transfer) Act, 1886.

16. To alter, increase, vary, or diminish the existing tolls, rates, duties, and charges, or other payments authorised to be taken by or under the Bute Docks Acts, or to repeal such tolls, rates, duties, and charges, or other payments, or some of them, and to enable the Company to levy the same or new and increased tolls, rates, duties, and charges, or other payments in respect of the use of the said docks, railways, and other works constructed or authorised by or under the Bute Docks Acts or the Bill, or for tipping staiths, hoists, cranes, drops, or other works and conveniences, or for passengers embarking or disembarking, and to confer, vary, and extinguish exemptions from, and from time to time to compound for the payment of, and to confer on the Company new or further powers for the recovery of any of the tolls, rates, duties, and charges before mentioned.

17. To make provisions for the management, use, regulation, and protection of the existing and intended docks and works and conveniences; the regulation and control of vessels resorting

thereto, and the pilots in charge thereof; the pilotage and towage of shipping, the passage and navigation, anchorage, and lying of vessels, ships, and craft, along, at, or near to the existing and intended docks and works; the order and precedence of vessels of different classes passing into or out of or being in the existing and intended docks and works; the placing of buoys, lights, beacons, signals, chains, posts, moorings, booms, and other conveniences, at or near the existing and intended docks and works, or the entrance channels or approaches thereto.

18. To enable the Company to undertake the warehousing of goods, the loading and discharging of cargoes or ballast into or from vessels, the supply of water for ships use and for other purposes, and to exercise all such powers as are usual in the case of dock companies.

19. To enable the Company to make and enforce bye-laws, rules, and regulations for the better government, control, and management of the existing and intended docks and works of the Company, and with reference to goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles, or persons using or passing over or frequenting or resorting to the said docks, or any of the works, conveniences, or lands of the Company, and with reference to pilotage, the discharge, removal, and tipping of ballast and other matters, or any of the objects of the Bill, and to impose penalties for the breach of such bye-laws, rules, and regulations, or to make provision in the Bill with respect to any of such several matters.

20. To authorise the purchase, building, hire, maintenance, use, and working of steamers, steam tugs, ferry boats, or other vessels, and of dredgers and hoppers for cleansing and deepening the existing and intended docks and works and approaches thereto.

21. To authorise the Company to raise by the creation and issue of new, ordinary, and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes hereinbefore mentioned, and for other purposes of the Company; 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 were authorised to be raised.

22. To fix, regulate, declare, divide, alter, or rearrange, the capital of the Company, including any capital to be created under the authority, or for the purposes of the Bill, and to consolidate or provide for the consolidation upon and subject to such terms, conditions, and restrictions, as may be provided for by the Bill, of the several classes and denominations of the shares and stocks in the capital of the Company, and of their debenture stocks, and to provide for the conversion of such shares and stocks, or some of them, into other shares or stocks of the Company of the same or other classes or denominations, and either of equivalent amount, and bearing the same rate of interest or dividend, or of such amount, and bearing such rate of interest or dividend as may be agreed upon with the holders of the said shares and stocks respectively, or as may be prescribed or provided for by the Bill, and to make provision for the surrender and cancellation of the existing shares or stock, and the certificates therefor, and for the issue to and acceptance by the holders thereof of the new shares or stock to be issued in exchange therefor under the provisions of the Bill, and to empower the

Company for the purposes aforesaid, or any of them, to create new shares and stock, and debenture stock, and to attach thereto such rights, privileges, priorities, exemptions, or advantages as may be found desirable, and as the Bill may authorise.

23. To authorise the Rhymney Railway Company (hereinafter called the "Rhymney Company"), the Taff Vale Railway Company (hereinafter called "the Taff Vale Company"), and the Great Western Railway Company (hereinafter called "the Great Western Company.") (the said Three Companies being hereinafter collectively referred to as "the Three Companies"), or any of them, or to make provision for enabling the Three Companies, or any of them, in the event of their being so authorised in the next or any future Session of Parliament, or within such time as may be prescribed by the Bill, severally or jointly, to subscribe and contribute funds towards, and to take, purchase, and hold ordinary or preference shares in the capital of the Company, and for that purpose to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their respective undertakings, either with or without priority of interest or dividend, and by borrowing on mortgage, or by one or other of those means, and to issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed.

24. To authorise the Corporation of Cardiff, or any other local authority or public body, to subscribe towards and to hold shares or stock in the capital of the Company, and to confer upon the Corporation and any such authority or body as aforesaid respectively, for that purpose, power to raise further moneys by rates, and on mortgage or bond, or otherwise, and all such powers as may be necessary for or with reference to such subscription.

25. To enable the Three Companies and the Corporation of Cardiff, and the Marquess of Bute, and the Trustees of the late Marquess of Bute, or some or one of those bodies or persons respectively, to nominate and appoint directors of the Company, and to make such provisions for the appointment and qualifications of directors, and their powers, as shall be prescribed by the Bill.

26. To authorise the Company on the one hand, and the Taff Vale Company, and the Penarth Harbour Dock and Railway Company, and the Rhymney Company, and the Pontypridd Caerphilly and Newport Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, and the Great Western Company, and the London and North Western Railway Company, and the Midland Railway Company (which eight Companies are collectively hereinafter called "the Eight Companies"), or any one or more of them, on the other hand, to enter into and carry into effect agreements and arrangements for or with respect to the construction, working, use, management, and maintenance of their respective undertakings, or of any part thereof, or for running powers over the same, or over any part thereof, or any railways, branches, sidings, or other works now belonging to, or leased, or worked by them, or any of them; the construction, maintenance, and user of sidings, junctions, communications between their respective works, signals, telegraphic and telephonic appliances, and other conveniences by all or any of the contracting parties; the alteration, suspension or modifica-

tion of such works and powers; the interchange, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, or any one or more of them; the levying, fixing, division, and apportionment of the tolls, terminals, rates, charges, receipts, and revenues levied, taken, or arising upon or in respect of traffic; the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by the contracting parties, or any one or more of them, to each other, 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.

27. To authorise the Company and also any company or person, for the time being working or using any railway belonging to the Company, or any rails suitable for the working of locomotive engines, situate or laid within or about the docks or other works belonging to the Company, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines or trains, or otherwise engaged in the service of the Company, and for the purpose of traffic of every description, the several lines of railway in the counties of Glamorgan and Monmouth, belonging to, or leased to, or used by the Taff Vale Company, the Rhymney Company, and the Great Western Company, and also all railways or parts of railways situate in either of the said counties as are held, or leased, or worked by the Rhymney Company and the Great Western Company jointly, or by the Rhymney Company and the London and North Western Railway Company jointly, and also the stations, roads, platforms, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, signals, telegraphs, telegraph wires, instruments, and appliances, telephones, points, junctions, machinery, works and conveniences of or connected with those railways, and portions of railway respectively, upon terms to be agreed upon between the Company and the other Companies, or any of them, or to be determined by arbitration, or prescribed by or under the provisions of the Bill; and also to levy tolls, rates, charges, and duties in respect of traffic of every description conveyed by the Company or others aforesaid over or making use of the said railways, or one or more of them, or any part or parts thereof, and of any of the conveniences and appliances aforesaid.

28. To enable the Company to make such openings in and alterations of the railways of the Eight Companies, or any one or more of them, as may be necessary for the purposes of the Bill, and to form junctions and communications where necessary with the rails and works of the railways of the Eight Companies, or any one or more of them, and otherwise to interfere with those railways, and the lands and the works thereof, and to regulate the junctions therewith and the use thereof, and the use of points and signals and other conveniences.

29. To require and compel the Eight Companies, or any one or more of them, or any of their respective lessees and assigns, upon such terms as shall be agreed upon, or as shall be settled by arbitration, or be provided by or under the powers of the Bill, to receive, book through, forward, accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages, and traffic of whatever description, on, over, and from their respective railways and undertakings, or the railways or undertakings

of which they, or one or more of them respectively, are, is, or may be lessees, or which may be under the management or control of any of them, or over which any of them have powers of running, and at the stations, warehouses, and booking offices thereof respectively, and (if required) to provide at their stations accommodation for clerks and officers of the Company, and all other accommodation required by the Company, and to alter and vary the tolls, rates, and charges, which the Eight Companies, or any of them, may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings, of which they, or any of them respectively, are, is, or may be lessees, or which may be under the management or control of any of them, or over which any of them have powers of running; and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

30. To authorise and require the Three Companies, or one or some of those Companies, to construct, maintain, provide, and work in the neighbourhood of the Bute Docks proper and sufficient storage sidings to such extent, in such manner, at such times, and at such places or otherwise, as shall or may be provided in the Bill, and to make provision for the working of such sidings (including all marshalling, sorting, and arrangements necessary for mixing different kinds of coal) by the said Companies respectively.

31. To provide for or to empower the Company to provide for the better working and regulation by the Company, or by the Three Companies respectively, of the traffic brought by them respectively to or from the railways or staith sidings of the Company, and to authorise and require those Companies respectively to hand over such traffic to the Company, or to receive the same from the Company, at such points and places as the Company may require, or as may be provided in the Bill. To define or to restrict the charges which the Three Companies, or any of them, are or may be entitled to make for conveyance or for services performed or rendered by them.

32. To require and compel the Three Companies respectively to run such through trains from and to the collieries and works or storage sidings to and from the docks of the Company, as may be necessary for the proper accommodation and shipment and unshipment of the traffic, or as the Bill may prescribe.

33. To extend the provisions of Section 51 of the Bute Docks Act, 1882, so that the running powers thereby granted to the Taff Vale and Great Western Companies and others may be exercisable in respect of traffic of every description passing to or from any of the existing or intended docks or works, and to enable those Companies to run over certain other portions of the railways of the Company, as also to enable the Great Western and Rhymney Companies to run over and use the Roath Dock Branch of the Taff Vale Company in such events and under and upon such conditions and terms as the Bill may prescribe.

34. To restrict the Three Companies, or one or some of them, from making any higher charge per ton per mile or otherwise for freight, carriage, or services, or accommodation provided or rendered to or in respect of any traffic coming from or destined for any collieries or works, to or from any or either of the Company's docks at Cardiff, than the charge made or which would be made by the Three Companies respectively for or in

respect of traffic coming from or destined for the same collieries or works, to or from the Penarth Tidal Harbour or Dock, or the docks, railways, or sidings of the Barry Railway Company (hereinafter called "the Barry Company") or the railways or sidings of the Pontypridd, Caerphilly and Newport Railway Company.

35. To restrict the Great Western Company from charging or receiving any higher toll or rate per ton per mile or otherwise in respect of any minerals, goods, or other articles conveyed by them to or from any of the docks or railways or sidings of the Company, than the lowest toll or rate per ton per mile which they are at the time charging or receiving upon similar minerals, goods, or other articles conveyed by them to or from the docks, railways, or sidings of the Taff Vale Company at Penarth, or of the Barry Company at Barry, or handed to or received from the Taff Vale or Barry Companies, and destined for or coming from the docks, railways, or sidings of those Companies at Penarth and Barry respectively, whether such toll or rate or charge be a through toll, through rate, terminal charge, or otherwise.

36. To provide for the settlement by arbitration, or in such other manner as may be provided in the Bill, of any differences which may from time to time arise between the Company and the Eight Companies, or any one or more of those Companies respectively in relation to any of the matters aforesaid.

37. To alter, modify, or repeal the provisions of those sections still in force of the Act 1 Will. IV., cap. 133 (local), intituled: "An Act for empowering the Marquis of Bute to make and maintain a Ship Canal, commencing near the mouth of the River Taff, in the county of Glamorgan, and terminating near the town of Cardiff, with other works to communicate therewith," as are saved by the Bute Docks Act, 1865, and to enable the Company and the Company of Proprietors of the Glamorganshire Canal Navigation to make and enter into agreements with respect to the subject matter of those sections, or some of them, or to the flow of water from the Glamorganshire Canal to the Bute West Dock, or otherwise, and to confirm any such agreement as may be entered into previously to the passing of the Bill.

38. To prohibit the casting, throwing, or passing into, or depositing in the River Taff, or into any of the tributaries or streams eventually discharging or leading into the said river, of stones, ashes, cinders, ballast, rubbish, refuse, sand, dirt, soil, or any other matters or things which might lessen or tend to lessen the depth or width of the water in any part of the said river, or of its tributaries, or directly or indirectly interfere with or affect the docks or works of the Company, and to prohibit the placing of any such matters on the banks of the said river, or of its tributaries, so that such matters may be liable to be washed into the same, and to enable the Company from time to time to make, alter, and enforce bye-laws, rules, and regulations with reference to the premises, and to attach penalties to the breach or non-observance of any such bye-laws, rules, and regulations, or of the provisions of the Bill.

39. To confirm any agreements already entered into, or which may be entered into, between or on behalf of the Company on the one hand, and the Marquess of Bute and the Trustees of the late Marquess of Bute, or either

of those parties, on the other hand, with respect to the sale and purchase or exchange of lands and the settlement of accounts.

40. To change the name of the Company.

41. To make provisions for relieving the Company from all liability for losses, damages, and expenses caused to, or incurred by, merchants, shippers, owners of vessels, or other persons, by reason of delays or interruption of labour at the Docks and Works of the Company in consequence of combinations or strikes, or interruption or stoppage of work of, or by persons, whether or not in their employment or service, and from any consequences arising therefrom.

42. To vary or extinguish all rights and privileges which might in any manner interfere with any of the objects of the Bill; to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto, and to empower the Company, and all companies, corporations, commissioners, trustees, and persons affected by those objects to enter into agreements with each other in reference thereto, and to confirm any such agreements that may have been or may be entered into.

43. To alter, amend, extend, and enlarge, and, if need be, to repeal, as far as may be necessary for the objects of the Bill, all or some of the provisions of the several Acts following (in this notice referred to as "The Bute Docks Acts"); that is to say:—1 Will. IV., cap. 133 (local), and 4 Will. IV., cap. 19 (local), relating to the Bute Ship Canal, Docks, and Works, at Cardiff, in the county of Glamorgan, and the Bute Docks Acts, 1865 to 1888, and all other Acts relating to the Company or their undertaking, or to the estates and trusts of the will of the late Marquess of Bute; also the several Acts following, or one or more of them, that is to say:—20 and 21 Vic., cap. 140, and all other Acts relating to the Rhymney Company; 6 Will. IV., cap. 82, and all other Acts relating to the Taff Vale Company; 41 and 42 Vic., cap. 215, and all other Acts relating to the Pontypridd, Caerphilly and Newport Railway Company; 22 and 23 Vic., cap. 68, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 19 and 20 Vic., cap. 122, and all other Acts relating to the Penarth Harbour Dock and Railway Company; 5 and 6 Will. IV., cap. 107, the Great Western Railway Company (Rates and Charges) Order Confirmation Act, 1891, and all other Acts relating to the Great Western Company; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the Barry Dock and Railways Act, 1884, and all other Acts relating to the Barry Company; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or affecting the above Companies; and all other Acts, charters, and instruments which may in any way interfere with the carrying into complete effect the objects and purposes of the Bill.

44. The Bill will incorporate with itself, with such modifications as may be necessary or as may be provided in the Bill, 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 Acts, 1845 and 1863, and the Harbours, Docks, and Piers Clauses Act, 1847, or some of the provisions of one or more of those Acts, and will or may

except the Company and their undertaking from such of the provisions of those Acts as may be considered inapplicable or unnecessary.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and of the lands, houses, and other property in or through which the same will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and 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 also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county, and on or before the same day a copy of the plans, sections, and books of reference, and a copy of this notice, will be deposited with the respective Parish Clerks of the parishes of St. Mary Cardiff, Canton, Llandaff, and Roath, at their respective places of abode.

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, 1891.

FABER and Co., 66, Lincoln's-inn-fields;  
JOHN STUART CORBETT, Cardiff;

Solicitors for the Bill.

GRAHAMES, CURREY, and SPENS, 30, Great  
George-street, Westminster, Parlia-  
mentary Agents.

In Parliament.—Session 1892.

Liverpool Tramways.

(Powers to the Liverpool United Tramways and Omnibus Company to Construct and Work New Tramways; Gauge and Motive Power; Compulsory Purchase of Lands; Levying of Tolls, Fares, Rates, and Charges; Bye-Laws as to Omnibus Tickets; Agreements with and Powers to Local Authorities and Others; Additional Capital; Power to Build, Sell, Purchase, Hire, and Work Omnibuses, Cabs, Carriages, and other Vehicles, and carry on any Business connected therewith, and other Provisions in relation thereto; Provision as to quorum of Meetings of Directors; Amendment and Incorporation of Acts; and Other Purposes.)

**NOTICE** is hereby given, that application is intended to be made to Parliament in the ensuing session by the Liverpool United Tramways and Omnibus Company (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") for all or some of the following purposes (that is to say):

To empower the Company to make, form, lay down, and maintain, with all proper rails, plates, sleepers, works, and conveniences connected therewith, and to work and use the tramways hereinafter described, or some or one of them, and each of the tramways will be a single line, except in the case of the hereinafter described passing places, where they will be laid as double lines. The tramways hereinbefore-mentioned are:—

Tramway No. 1, commencing at the termination of the existing tramway in Stanley-road, opposite the end of Knowsley-road, proceeding thence in a north-westerly direction along the proposed extension of Stanley-

road, to be constructed in the position shown on the deposited plans, in lieu of part of Linacre-road, and proceeding thence from Stanley-road into and along Linacre-road, and terminating at a point on the boundary line between the borough of Bootle, and the district of the Litherland Local Board, at a point 22 feet, or thereabouts, measured in an easterly direction, from the east corner of the Pacific Hotel in Linacre-road.

Tramway No. 1A, a passing place wholly in the proposed Stanley-road extension, commencing by a junction with Tramway No. 1, 4.53 chains, or thereabouts, measured in a north-westerly direction, from the commencement of Tramway No. 1, and terminating by a junction with Tramway No. 1, at a point 1.25 chains, or thereabouts, measured in a north-westerly direction, from the commencement of the intended Tramway No. 1A.

Tramway No. 1B, a passing place wholly in the proposed extension of Stanley-road, commencing by a junction with Tramway No. 1, at a point 10.33 chains, or thereabouts, measured in a north-westerly direction, from the commencement of Tramway No. 1, and terminating by a junction with Tramway No. 1, at a point 1.25 chains, or thereabouts, measured in a north-westerly direction, from the commencement of Tramway No. 1B.

Tramway No. 1C, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 1, 1 furlong, 7.23 chains, or thereabouts, in length, measured in a north-westerly direction, from the commencement of Tramway No. 1, and terminating by a junction with Tramway No. 2A, at a point 26 feet, or thereabouts, measured in an easterly direction, from the east corner of the Pacific Hotel in Linacre-road.

Tramways Nos. 1, 1A, 1B, and 1C, will be situate in the parish of Walton-on-the-Hill, and township of Bootle-cum-Linacre.

Tramway No. 2, commencing in Linacre-road, at the termination of Tramway No. 1, and proceeding thence in a northerly direction along Linacre-road, and terminating therein, at a point 70 feet, or thereabouts, measured in a southerly direction, from the south side of the weighing machine in Linacre-road.

Tramway No. 2A, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 1C, 26 feet, or thereabouts, measured in an easterly direction, from the east corner of the Pacific Hotel, in Linacre-road, and terminating by a junction with Tramway No. 2, at a point 0.62 chain, or thereabouts, measured in a northerly direction, from the commencement of the intended Tramway No. 2A.

Tramway No. 2B, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 4.80 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1.25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2B.

Tramway No. 2C, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 9.81 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1.25 chains, or thereabouts, measured in a

- northerly direction, from the commencement of Tramway No. 2C.
- Tramway No. 2D, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 1, at a point 1 furlong 5·09 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2D.
- Tramway No. 2E, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 2 furlongs 0·26 chain, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2E.
- Tramway No. 2F, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 2 furlongs 5·88 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2F.
- Tramway No. 2G, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 3 furlongs 1·06 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2G.
- Tramway No. 2H, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 3 furlongs 6·54 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2H.
- Tramway No. 2I, wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 1 chain, or thereabouts, measured in a southerly direction, from the termination of Tramway No. 2, and terminating at a point 70 feet, or thereabouts, measured in a southerly direction, from the weighing machine in Linacre-road.
- Tramways Nos. 2, 2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, and 2I, will be wholly situate in the parish of Sefton, and township of Litherland.
- Tramway No. 3, commencing in Belmont-road by a junction with the existing tramway (leading westward from Belmont-road into Breck-road), at a point 42 feet, or thereabouts, measured in a north-easterly direction from the south-west corner of Belmont-road, proceeding thence in a westerly direction into and along Oakfield-road, and terminating in that road at a point on the boundary line between the city of Liverpool and the district of the Local Board for Walton-on-the-Hill, 63 feet, or thereabouts, measured in a westerly direction from the south-west corner of Bala-street.
- Tramway No. 3 will be situate in the parish and township of Walton-on-the-Hill.
- 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 or sides of the streets, or roads, and the nearest rail of the tramway, that is to say:—
- Tramway No. 1, in Linacre-road, on the west side thereof, commencing at a point 52 feet, or thereabouts, measured in a south-easterly direction from the east corner of the Pacific Hotel in Linacre-road, and terminating at the termination of the tramway at its junction with Tramway No. 2.
- Tramway No. 1C, wholly in Linacre-road, on the east side thereof, commencing at a point 52 feet, or thereabouts, measured in a south-easterly direction from the east corner of the Pacific Hotel, in Linacre-road, and terminating at the termination of the Tramway No. 1C at its junction with Tramway No. 2A.
- Tramway No. 2, in Linacre-road.
- On the west side of the road, commencing at the termination of Tramway No. 1, and terminating at a point 22 feet, or thereabouts, measured in an easterly direction, from the north corner of the Pacific Hotel in Linacre-road, proceeding thence on the east side only to the commencement of Tramway No. 2B, thence proceeding on the west side only to the termination of Tramway No. 2B, proceeding thence on the east side only to a point 8·50 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2.
- On the east side of the road, commencing at a point 25 feet, or thereabouts, measured in a south-westerly direction, from the south corner of the Catherine Hotel in Linacre-road, and terminating at the commencement of Tramway No. 2F.
- On the east side of the road, commencing at the termination of Tramway No. 2F, and terminating at a point 22 feet, or thereabouts, measured in a north-easterly direction, from the north corner of the Stockwell Mount Hotel in Linacre-road.
- The Tramways Nos. 2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, and 2I, wholly in Linacre-road, and on the east side of that road only throughout their whole length respectively.
- Tramway No. 3, in Oakfield-road.
- On each side of the road, commencing at a point 28 feet, or thereabouts, measured in a north-easterly direction from the south-east corner of Oakfield-road, and terminating at a point 50 feet, or thereabouts, measured in a westerly direction, from the south-west corner of the street called or known as Spring Bank.
- On each side of the road, commencing at a point opposite the centre of Ludwig-road, at its junction with Oakfield-road, and terminating at a point 60 feet, or thereabouts, measured in a south-easterly direction, from the south-east corner of Bala-street.
- To authorise the Company to construct the tramways 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 employ animal, steam, electric, or other mechanical or motive-power for moving carriages and trucks upon the tramways.
- To enable the Company, when by reason of the execution of any work in, or the alteration of, any street, road, or other thoroughfare, through, or along, which any tramway is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramway, or any part thereof,



from time to time, to make and lay down in the same or any adjacent or convenient street, 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 required to be removed or discontinued to be used, or found expedient so to be.

To empower the Company to lay down, make, and maintain, from time to time, such junctions, curves, crossings, turnouts, and other works as they may find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be provided by 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 lands, houses, or easements therein, and to erect offices, buildings, or other conveniences on such lands.

To extend to the tramways to be constructed under the intended Act all or some of the powers, rights, and authorities conferred upon the Company by their existing Acts in respect of their existing tramways.

To enable the Company on the one hand, and the Corporation of Liverpool and Bootle, and the Local Boards of Walton-on-the-Hill and Litherland, or any of them, on the other hand, to enter into agreements with reference to all or any of the purposes of the intended Act, and with reference to the acquisition by, or transfer to, such Corporations or Local Boards, or one or more of them, of the powers of the intended Act, or of any such tramways when made, and with respect to the making, maintaining, renewing, repairing, leasing, working, and using of the intended tramways, and the rails, plates, sleepers, pavements, and works connected therewith, and for facilitating the passage of the traffic and carriages over or along the same, and to confirm or give effect by the intended Act to any such agreements which may have been or may be made before the passing of the intended Act, and if thought fit to confer by the intended Act, upon such bodies or persons, or one or more of them, instead of upon the Company, all necessary powers for making, maintaining, renewing, and repairing the intended tramways within their respective districts, and for raising moneys for that purpose by or on the security of any rates or revenues which they now are, or by the intended Act may be authorised to levy for or apply to the purposes thereof.

To confer upon the Company and the local authorities hereinbefore-mentioned all such other powers, authorities, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary or extinguish all existing powers, authorities, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges, and to authorise further agreements between the Company and the said local authorities respectively, with reference to all or any of the matters aforesaid.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the said intended tramways, or of any tramways now or hereafter leased to or worked by them, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To authorise the Company to compel passengers using their omnibuses to produce their tickets for

inspection or surrender to the officers or servants of the Company when required, and to make applicable thereto the bye-laws relating to the inspection or surrender of tickets upon the tramway cars of the Company.

To authorise the Company from time to time to build for sale or hire, and to purchase, hire, horse, work, run, and use omnibuses, cabs, coaches, hackney carriages, and other vehicles of every description, and to demand, take, and recover tolls, rates, and charges for the use thereof, and for the conveyance thereon of passengers, articles, and goods; also to manufacture harness for horses used in connection with such services, and generally to carry on the business of general contractors, harness manufacturers, jobmasters, undertakers, funeral furnishers, and carriers, and to make such provisions with respect to such matters respectively as the intended Act will define.

To authorise the Company and any railway or other company to make and carry into effect agreements for the supply by the Company of omnibuses, cabs, and other vehicles for use within and beyond the city of Liverpool.

To alter, amend, and extend, or to repeal all or some of the powers and provisions of the following Acts, or some of them, viz., the Liverpool Tramways Act, 1868, the Liverpool Corporation Tramways Order, 1879, the Walton-on-the-Hill Tramways Order, 1880, the Bootle-cum-Linacre Corporation Tramways Order, 1881, and any other Acts or Orders relating to the Company or the Corporations of Liverpool and Bootle-cum-Linacre, or the Walton Local Board, which would in any way interfere with the objects of the intended Act.

To amend Section 32 of the Liverpool United Tramways and Omnibus Company's Act, 1879, and to make further provision as to the quorum of a meeting of directors of the Company.

To incorporate with the intended Act, and to confer upon the Company all or some of the powers and provisions of the Lands Clauses Acts, and certain provisions of the Railways Clauses Consolidation Act, 1845, and of the Railways Clauses Act, 1863; and the intended Act will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, or some of the provisions of the Tramways Act, 1870, the Locomotives Act, 1861 and 1865, the Highways and Locomotives Act, 1878, and any Act amending those Acts.

And notice is hereby further given, that on or before the 30th day of November, 1891, plans and sections of the said intended tramways, 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 Lancaster, at his office at Preston; 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 said intended tramways, or any part thereof, will pass or be made, with a copy of the said Gazette Notice, will be deposited with the parish clerk of such parish at his residence.

Printed copies of the Bill for the intended Act will, on or before the 21st of December, 1891, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1891.

AYRTON, RADCLIFFE, and WRIGHT, 9,  
Cook-street, Liverpool, Solicitors for the  
Bill.

MARTIN and LESLIE, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

North Eastern Railway.

(Additional Powers with reference to new and existing Railways, Dock, Roads, Footpaths, and other Works and Lands in Northumberland, Newcastle-upon-Tyne, Durham, York (North East and West Ridings), and Kingston-upon-Hull; Power to levy Rates, &c.; Agreements with Tees Conservancy Commissioners; Provisions as to Repair of Roads, and as to Management, &c., of Dock, and as to Rating of certain Railways of Company; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the North Eastern Railway Company (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):

To empower the Company to make and maintain the new railways and widenings, and alterations of railways, dock, river wall, and other works hereinafter described, with all requisite stations, sidings, approaches, roads, staiths, works, and conveniences connected therewith (that is to say):

In the county of Northumberland.

1. A Railway No. 1, commencing in the township of West Sleekburn, and parish of Bedlington, by a junction with the Company's Blyth and Tyne Railway, at a point thereon about 300 yards measured along that railway in a southerly direction from the south end of the viaduct over the River Wansbeck, and terminating in the township of Cambois, and parish of Bedlington, by a junction with the Cambois Branch of the said Blyth and Tyne Railway, at a point thereon about 10 yards measured along that railway in a westerly direction from where it crosses on the level the road from Marchey's House to West Sleekburn Colliery, and which railway will be made in or pass through the several parishes, townships, or places following (that is to say), Bedlington, West Sleekburn, and Cambois.
2. A Railway No. 2, situate wholly in the township of Cambois, and parish of Bedlington, commencing by a junction with the Cambois Branch of the Company's Blyth and Tyne Railway, at or near to the junction between such branch railway and the private railway leading to the Cambois Colliery, and terminating at the north end of a staith to be erected in the River Blyth, at a point about 350 yards east of the Steam Ferry across the said River Blyth at High Pans.
3. A Railway No. 3, situate wholly in the township and parish of Earsdon, commencing by a junction with the Company's Blyth and Tyne Railway, as proposed to be widened as hereinafter mentioned, at a point about 370 yards measured along that railway in a southerly direction from where it crosses on the level the road from Backworth to West Holywell, and terminating by a junction with the private railway leading to the East Holywell Colliery, at a point about 500 yards measured along that railway in an easterly direction from where such railway is crossed on the level by the said Blyth and Tyne Railway.
4. The widening and alteration of the Cambois Branch of the Company's Blyth and Tyne Railway, between the junction of the said Cambois Branch with the said Blyth

and Tyne Railway, in the township of West Sleekburn, and parish of Bedlington, and the junction of the said Cambois Branch with the proposed Railway No. 2, in the township of Cambois, and parish of Bedlington, and which widening and alteration will be made in or pass through the several parishes, townships, or places following (that is to say), Bedlington, West Sleekburn, and Cambois.

5. The widening and alteration of the Company's Blyth and Tyne Railway, between a point about 30 yards measured along that railway in a southerly direction from where it crosses on the level the road from Backworth to West Holywell, in the township of Backworth, and parish of Earsdon, and a point about 60 yards measured along that railway in a northerly direction from where it crosses on the level the private railway leading to the East Holywell Colliery, in the township and parish of Earsdon, and which widening and alteration will be made in or pass through the several parishes, townships, or places following (that is to say), Earsdon, Backworth, and Holywell.

In the county of Durham.

6. A Railway No. 4, situate wholly in the township and parish of Billingham, commencing by a junction with the Company's Port Clarence Railway at a point thereon about 180 yards, measured along that railway in a westerly direction from the west end of Haverton Hill Station, and terminating at or near the north side of Billingham Beck at a point about 550 yards, measured along such Beck in a westerly direction from its confluence with the River Tees.

In the West Riding of the county of York.

7. A Railway No. 5, situate wholly in the township and parish of Castleford, commencing by a junction with the siding known as Breffit's Siding at a point thereon about 80 yards, measured along such siding in an easterly direction from the Castleford Old Station Signal Cabin on the Company's York and Normanton Railway, and terminating at a point in the Aire and Calder Glass Bottle Works about fifty yards south of the main entrance thereto.

In the town and county of the town of Kingston-upon-Hull and in the East Riding of the county of York.

8. A Railway No. 6, being in substitution for a portion of the Company's Victoria Dock Railway, commencing in the township and parish of Sculcoates by a junction with the existing railway, at a point thereon about 33 yards to the westward of the bridge carrying the same over the Barmston drain, and terminating in the township and parish of Sutton by a junction with the said existing railway, at a point thereon about 40 yards to the westward of the signal cabin at the Company's Wilmington Station, and which said railway will be made in or pass through the several parishes, townships, or places following (that is to say), Sculcoates and Sutton, with power to the Company to abandon or discontinue, and to sell or use the site of all or part of their existing railway, situate between the aforesaid points of commencement and termination of Railway No. 6, and to remove the existing bridge over the River Hull.
9. A dock, with a lock and entrance from the River Humber, which dock will con-

tain 32 acres, or thereabouts, and will be in length from east to west 800 yards, or thereabouts, and in breadth from north to south 200 yards, or thereabouts, and the centre whereof would be intersected by a straight line drawn due south from a point in the Hedon-road, situate 500 yards, or thereabouts, to the westward of the milestone indicating the distance of 3 miles from Hull, and  $2\frac{1}{2}$  miles from Hedon, and would be at the distance of about 600 yards measured along such line from the said point in the Hedon-road.

10. A river wall, or embankment, on the bed or shore of the River Humber (with an entrance through the same into the intended dock), commencing at the river bank east of and near to the Marfleet Clough, and extending thence in a southerly direction for a distance of 560 yards, or thereabouts, and thence in an east-south-easterly direction for a distance of 1,800 yards, or thereabouts, parallel or nearly parallel to the Humber Conservancy Line, and thence in a north-north-easterly direction for a distance of 600 yards, or thereabouts, to a point at the high-water mark of ordinary spring tides, 130 yards, or thereabouts, to the westward of the Old Fleet drain.

11. A railway (A) being in substitution for a portion of the Company's Hull and Withernsea Railway, commencing by a junction with the said existing railway, at a point thereon 800 yards, or thereabouts, to the westward of the bridge, in the parish of Marfleet, carrying that railway over the Holderness drain, and terminating by a junction with the said existing railway, at a point thereon 650 yards, or thereabouts, to the eastward of the said bridge, with power to the Company to abandon or discontinue, and to sell or use the site of all or part of their existing railway, situate between the aforesaid points of commencement and termination of Railway (A), and to remove the existing bridge over the Holderness drain.

12. A railway (B) commencing by a junction with the intended new Railway (A) at a point 90 yards, or thereabouts, measured in an easterly direction from the commencement thereof, and terminating at a point 150 yards, or thereabouts, south of the centre of the intended dock as before defined.

All which said intended dock, river wall, or embankment Railways (A and B), and works connected therewith will be made in or pass through the several townships, parishes, or places following (that is to say), Southcoates, Drypool, Marfleet, and Preston, and the bed and foreshore of the River Humber.

It is intended by the Bill to take for or in connection with the proposed dock and railway (B) certain lands in the township and parish of Marfleet, being or reputed to be common or commonable lands known as Marfleet Common, and estimated to contain 25 acres, or thereabouts.

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

(A.) To deepen, dredge, scour, cleanse, alter, and improve from time to time the bed, shores, and channel of the River Humber adjoining or near to the entrance to the proposed new dock, and to use and appropriate the soil and material thereof.

(B.) To take and divert, from time to time, water from the River Humber and the Marfleet and Old Fleet drains, for the purpose of supplying the proposed dock and any works connected therewith with water.

(C.) To stop up the footpath now running along the Humber bank, between the Marfleet drain and the Old Fleet drain.

(D.) To make and maintain, from time to time, all necessary and convenient viaducts, rails, sidings, junctions, turn-tables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf-walls, retaining walls, river walls, embankments, canals, gasworks, electric lighting works, waterworks, wells, reservoirs, pipes, culverts, sluices, jetties, groynes, shipping-places, staiths, stairs, stages, gantries, tips, tramways, machinery, gridirons, graving-docks, dock entrances, timber ponds, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed dock and entrance river wall, or embankment, railways, and other works.

To empower the Company to execute the following works and exercise the following powers (that is to say):

In the city and county of Newcastle-upon-Tyne.

To widen on the south side thereof respectively the bridges carrying the Company's Newcastle and Carlisle Railway over the streets, called Gas House-lane and Dunn-street:

To make a bridge under the Company's Newcastle and Carlisle Railway, with approaches thereto, extending for a distance of about 80 yards on the north side, and about 40 yards on the south side thereof, at or near to and in substitution for the existing level crossing and footbridge near the Crooked Billet public-house in Scotswood-road:

To make a new road, commencing by a junction with Water-street, at a point therein about 30 yards south of the bridge, carrying the Company's Newcastle and Carlisle Railway over Water-street, and terminating by a junction with Dunn-street, at a point therein about 25 yards south of the bridge, carrying the said railway over Dunn-street, and to stop up and appropriate to the purposes of the Company Railway-terrace, and so much of Shumac-street, and of any other street or lane which may be necessary:

All which said intended widenings, bridge, and road, will be made, or situated, in the township of Elswick, and parish of St. Nicholas, and parish or parochial chapelry of St. John, or some or one of them.

In the county of Durham.

To make in the township and parish of Bishopwearmouth a bridge under the Company's Penshaw Branch Railway at Pallion Station, with road approaches thereto, extending for a distance of about 80 yards on the north side, and about 110 yards on the south side thereof, at or near to and in substitution for the existing level crossing, by which the public road from Hylton to Pallion crosses the said Branch Railway:

To make in the township of Penshaw, and parish of Houghton-le-Spring, a subway for foot passengers under the Company's Railway and Lord Durham's Lambton Railway at Penshaw Station, with approaches thereto, extending for a distance of 10 yards, or thereabouts, on the west

side thereof, and 30 yards, or thereabouts, on the east side thereof, in substitution for the existing level crossings for foot passengers over the said railways at that station, and to appropriate and use for the purposes of such subway and approaches the disused waggon way now passing under the said railways:

To make a new road in the township and parish of Stockton-on-Tees, commencing by a junction with the road from Durham to Stockton, at a point thereon about 33 yards north of the Lustring Beck, and extending for a distance of about 80 yards in a north-easterly direction, and to divert the footpath leading from Ragworth Farm to Stockton from a point thereon about 350 yards north-west of Lustring Beck, to a junction with the said new road at or near the termination thereof, and to stop up so much of the said footpath and of the occupation road leading from the said Ragworth Farm to Stockton as is situate between the said point about 350 yards north-west of Lustring Beck and the east side of the Company's Stockton and Hartlepool Railway, including the Primrose Hill level crossing:

To make a new road in the township and parish of Billingham, commencing by a junction with Billingham-lane at a point thereon about 290 yards, measured along the same in a south-westerly direction from the north end of the salt works of the Tees Salt Company Limited, and terminating at or near the north side of Billingham Beck at a point about 570 yards, measured along such Beck in a westerly direction, from its confluence with the River Tees:

To make a footpath in the township and parish of Billingham, commencing by a junction with the road between the Tees Ferry and Port Clarence Station, at or near the entrance to such station, and terminating by a junction with the Port Clarence and Haverton Hill-road, at a point about 30 yards east of the eastern end of the cottages belonging to Bell Brothers Limited, and to carry the same under the Port Clarence Railway by means of a subway:

To extinguish all rights of way (if any) along or across and on the level of the said Port Clarence Railway between Haverton Hill Station and the terminus of the said branch, adjoining the works of Bell Brothers Limited, at Port Clarence.

In the West Riding of the county of York.

To make in the township and parish of Castleford a bridge under the Company's York and Normanton Railway, with road approaches thereto, commencing in Cambridge-street, at a distance of about 120 yards east of the junction of that street with Beacroft-road, and terminating at or near the junction between Carlton-street and Station-road, and also a subway for foot passengers with approaches thereto extending for a distance of 30 yards, or thereabouts, on the north, and 80 yards, or thereabouts, on the south side of the said railway in substitution for the existing level crossing and footbridge at Welbeck-street:

To make in the township and parish of Castleford a subway for foot passengers under the Company's York and Normanton Railway, with approaches thereto, extending for a distance of 38 yards, or thereabouts, on

the south side thereof, and 43 yards, or thereabouts, on the north side thereof, in substitution for the existing level crossing for foot passengers at High-street and the footbridge thereat:

To make a new road in the township and parish of Monk Fryston, and township of Huddleston-cum-Lumby, and parish of Sherburn, commencing by a junction with the road leading from Lumby to Monk Fryston, at a point thereon about 35 yards east of the bridge carrying the said road over the Company's York and Normanton Railway, and terminating by a junction with the road known as Lumby-lane or Ingthorne's-lane, at a point about 60 yards east of the level crossing by which the said lane crosses the said York and Normanton Railway, and to stop up so much of the said Lumby-lane or Ingthorne's-lane as is situate between the termination of the said new road and a point about 25 yards west of the said level crossing, including such level crossing.

To authorise the Company to purchase and take by compulsion or agreement lands (in which term as used in this Notice houses and buildings are included), or any estates or interest in or easements over lands situate in the before-mentioned parishes, townships, extra-parochial, and other places for the purposes of the proposed railways and widenings, dock, and other works hereinbefore mentioned, and also to purchase and take by compulsion or agreement for the general purposes of their undertaking, and to hold and retain as part of their undertaking for the same purposes the lands following, or some of them, or any estates or interests in the same (that is to say):—

In the county of Northumberland.

Certain lands in the township of Ord, and parish of Tweedmouth, situate on the south side of and adjoining the Company's Kelso Branch near the Bone Mill at East Ord:

Certain lands in the township of Cowpen, and parish of Woodhorn, situate on both sides of and adjoining the Company's Railway at Blyth Station.

In the city and county of Newcastle-upon-Tyne.

Certain lands in the township of All Saints, and parish of Saint Nicholas, and parish or parochial chapelry of All Saints, or one of them, situate on the north side of and adjoining the Company's property at and near the junction of Union-street and Register-street:

Certain lands in the township of All Saints, and parish of Saint Nicholas, and parish or parochial chapelry of All Saints, or one of them, situate on the east side of Picton-terrace at and near its junction with Vincent-street:

In the county of Durham.

Certain lands in the township of Westoe, and parish of Jarrow, situated at or near the entrance to the Company's Tyne Dock, and on both sides of and adjoining the public road from Jarrow to South Shields:

Certain lands in the township of Greencroft, and parish of Lanchester, situated on the north side of and adjoining the Company's Pontop and South Shields Railway, and west of and adjoining the road from Annfield Plain to Lanchester:

In the North Riding of the county of York.

Certain lands in the township and parish of Kirkleatham, situate on both sides of and

adjoining the Company's Darlington and Saltburn Railway at Redcar Station.

In the West Riding of the county of York. Certain lands in the township and parish of Castleford, situate on the south side of and adjoining the Company's York and Normanton Railway near Castleford Station.

In the East Riding of the county of York. Certain lands in the township and parish of Goodmanham, situate on the south side of and adjoining the Scarborough, Bridlington, and West Riding Junction Railway, near the west end of Enthorpe Station:

Certain lands in the township and parish of Skeckling-cum-Burstwick, situate on the north side of and adjoining the Company's property at the Kelsey Hill ballast siding, near Keyingham Station.

In the town and county of the town of Kingston-upon-Hull.

Certain lands in the township and parish of Newington, situate on the east side of and adjoining the Company's railway between the Company's engine-sheds and the point where the said railway is crossed by the Hull, Barnsley, and West Riding Junction Railway:

Certain lands in the township and parish of Drypool, situate on both sides of and adjoining the Company's Hull and Holderness Railway, near the Craven-street level crossing on the Company's 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 extinguish all rights of way over the Company's railway, and over the portions of the said existing roads or footpaths proposed to be stopped up, or which will be rendered unnecessary by the proposed works, and to vest the site and soil of such roads and footpaths, or portions thereof in the Company, and to alter, vary, or extinguish all existing rights of way and other rights, privileges, and exemptions in, over, or connected with any lands proposed to be purchased, taken, used, or interfered with, under the powers 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 highways and other roads, footpaths, rivers, streams, canals, navigations, railways, waggonways, tramways, bridges, and other works within or adjoining to the before mentioned parishes, townships, or 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 and to provide that the Company shall not be liable under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended railways or widenings by a bridge or bridges, or the immediate approaches thereto, in any case where the levels of such road or approaches shall not be permanently raised.

To empower the Company and the Tees Conservancy Commissioners to enter into and carry

into effect agreements for making, maintaining, working, and using the proposed Railway No. 4, and the new road in the township and parish of Billingham, and to authorise the said Commissioners to defray or to contribute towards the cost of making, maintaining, working, and using such railway and road, and to apply their funds to that purpose, and to make the carrying out of the powers of the said Act conditional thereon.

To make provision as to the cost of the construction, alteration, maintenance, and repair of all or some of the railways, roads, streets, bridges, footpaths, and highways proposed to be constructed or altered under the authority of the intended Act, or some part or parts thereof, and to empower, and, if thought fit, to require the corporations, local or highway boards, or other bodies or persons having the charge, management, or control of existing roads, streets, bridges, footpaths, or highways, in the counties, parishes, townships, districts, or places in which the new or altered roads, streets, bridges, footpaths, or highways will be situate, or any other bodies or persons interested in, or benefited by the objects or purposes of the intended Act, to defray or contribute towards such costs, and to make the carrying out of the powers of the intended Act conditional thereon, and to empower the Company and such corporations, local or highway boards, bodies, or persons, to enter into, and carry into effect, agreements with reference to the matters aforesaid, or any of them or incident thereto, and to confirm any such agreements made before the passing of the intended Act, and to delegate to such corporations, local or highway boards, bodies, or persons, the powers of the intended Act with reference to the construction or alteration of such roads, streets, bridges, footpaths, or highways, or some part or parts thereof, and to empower them to apply their rates or funds to any of the purposes aforesaid, and to borrow money on the security of such rates.

To authorise deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845, or the Harbours, Docks, and Piers Clauses Act, 1847.

To empower the Company to levy tolls, rates, and charges in respect of the proposed railways, widenings, staiths, and other works, and also to demand and recover tolls, rates, dues, wharfage, and other charges for and in respect of the said intended dock and works connected therewith, and of the shipping and traffic of any description resorting to and using the same, and to alter existing tolls, rates, dues, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, and charges.

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

exercised, and to empower the Company to make and enforce byelaws in relation to all or any of the matters aforesaid.

To enable the Company to undertake the warehousing of goods, the discharging of ballast from vessels, the supply of water, gas, and electric light for ships' use, and for other purposes, and to make and recover charges therefor, and to exercise all such powers as are usual in the case of Dock Companies.

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

To empower the Company to hold, use, and maintain as part of their undertaking, the railway from Newsham to Blyth, situate in the parish of Earsdon, and the Cambois Branch of their Blyth and Tyne Railway, situate in the parish of Bedlington, now belonging to them respectively, together with all works connected with the said railways, and all lands acquired for the purposes of or in connection with the same, and to authorise the Company to levy tolls, rates, and charges for or in respect of the use of the said railways and works, and to confer on the Company further powers in reference thereto; and to extend and make applicable to the said railways, and to any other railways of the Company not originally constructed under Parliamentary powers the provisions and exceptions of the 211th and 230th sections of the Public Health Act, 1875, or one of them with respect to land used as a railway constructed under the powers of any Act of Parliament for public conveyance as if the same had been so constructed.

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, or any other Act of the same Session, 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 said intended Act to amend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

17 and 18 Vict., c. 211, and all other Acts relating to the Company.

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 the Notice of the intended application to Parliament, as published in the London Gazette, will be deposited for public inspection with the several Clerks of the Peace following (that is to say), as regards

the works and lands in the county of Northumberland, with the Clerk of the Peace for that county, at his office at Newcastle-upon-Tyne; as regards the works and lands in the city and county of Newcastle-upon-Tyne, with the Clerk of the Peace for that city and county, and with the Clerk of the Peace for the county of Northumberland, at their respective offices at Newcastle-upon-Tyne; as regards the works and lands in the county of Durham, with the Clerk of the Peace for that county, at his office in the city of Durham; as regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding, at his office at Northallerton; as regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield; as regards the works and lands in the East Riding of the county of York, with the Clerk of the Peace for the said East Riding, at his office at Beverley; and as regards the works and lands 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 the said 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 18th day of November, 1891.

A. KAYE BUTTERWORTH, York, Solicitor;  
SHERWOOD and Co., 7, Great George-  
street, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1892.

Epsom Downs Extension Railway.

(Incorporation of Company; Construction of Railway from the Epsom Downs Branch of the London, Brighton, and South Coast Railway to near Walton-on-the-Hill; Agreements with and Powers to London, Brighton, and South Coast Railway Company; 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 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 authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith, or incidental thereto, to be wholly situate in the county of Surrey (that is to say):—

A railway, commencing in the parish of Ewell by a junction with the Epsom Downs Branch of the London, Brighton, and South Coast Railway, at or near the bridge carrying the said branch railway over the public road

leading from Ewell to Epsom Downs, and described as Drift Bridge on the  $\frac{1}{25000}$  Ordnance Map of that parish, and terminating in the parish of Banstead, in a field numbered 498 on the  $\frac{1}{25000}$  Ordnance map of that parish, at a point 320 yards, or thereabouts, eastward of the farmhouse called or known as Corner Farmhouse, which said intended railway 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, Ewell, Banstead, Epsom, and Walton-on-the-Hill.

2. To authorise the Company to—

(a) Cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, highways, footpaths, railways, rivers, bridges, sewers, drains, pipes, telegraphs, telephones, or other works, conveniences, and appliances within or adjoining the aforesaid parishes, townships, extra-parochial and other places, or any of them, and to appropriate and use the same and the site, subsoil, and undersurface thereof, for the purposes of the intended railway and works, and 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;

(b) Deviate from the lines or situations of the railway and works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of the railway and works shown on the sections hereinafter mentioned to such an extent as may be authorised by or determined under the powers of the Bill;

(c) Purchase by compulsion or agreement lands, houses, easements, rights, and other tenements, hereditaments, and property for the purposes of the intended railway and works, or any part or parts thereof;

(d) Levy tolls, rates, and duties for the use 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 authorise the Company, and the London, Brighton, and South Coast Railway Company, from time to time, to enter into, and carry into effect, and rescind contracts, agreements, and arrangements for, or with respect to, the point at and the terms and conditions upon which any junction of the intended railway with the London, Brighton, and South Coast Railway shall be made, the construction, use, management, and maintenance of stations, sidings, platforms, works, and conveniences upon the railways of the two Companies, or either of them, and all incidental matters.

4. To authorise the Company and the London, Brighton, and South Coast Railway Company to enter into, and carry into effect, contracts, agreements, and arrangements for, or with respect to, the construction, working, use, management, and maintenance 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, 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 two 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 either of the Companies to the other of them for, or on account of, any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and 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.

5. 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 from time to time be paid on the shares allotted to them.

6. 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: 9 and 10 Vic., cap. 283, relating to the London, Brighton, and South Coast Railway Company, and the several other Acts relating to, or affecting, that Company, and all other Acts relating to, or affected by, the objects of the Bill, or any of them.

7. 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 confer, 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 railway 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 line 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 Surrey, at his office, at the Sessions House, Newington Causeway, 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 intended to be compulsorily 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 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 14th day of November, 1891.

COPE and Co., 3, Great George-street,  
Westminster, Solicitors.

JOHN CHARLES BALL, 16, Parliament-  
street, Westminster, Parliamentary  
Agent.

In Parliament.—Session 1892.

Great Northern Railway.

(New Railways in the Counties of Nottingham and Derby; Widening of Road at Wood Green; Diversion of Footpath at Butler's Hill, and Abolition of Level Crossings over the Leen Valley Railway, and the Mansfield Branch of the Midland Railway Company; Acquisition of Lands Compulsorily and by Agreement; Additional Lands in the Counties of Middlesex, Hertford, Bedford, Nottingham, and the West Riding of the County of York; Extension of Time for Sale of Superfluous Lands; Agreements with Local Authorities; Additional Capital by the Company; Incorporation, Repeal, and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session thereof, by the 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:—

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 parts thereof as the Bill shall define, with all needful stations, sidings, works, and conveniences connected therewith respectively, and to stop up or divert all such streets, roads, and footpaths, as are shown on the deposited plans, hereinafter referred to, relating to the said railways and works, as intended to be stopped up or diverted, that is to say:—

**Extensions of Leen Valley Railway.**—A railway (No. 1), commencing in the liberty of Newstead (extra-parochial), in Nottinghamshire, by a junction with the Company's Leen Valley Railway, about 82 yards north of the northern boundary of Ireland Wood and terminating in the township of Shirebrook, in the parish of Pleasley, in Derbyshire, near to the north-western boundary of the field numbered 15 on the  $\frac{1}{2500}$  Ordnance map of that parish, and about 118 yards from the western corner of the said field.

The railway will pass from, in, through, and into the liberty of Newstead (extra-parochial), and the townships and parishes of Kirkby-in-Ashfield, Sutton-in-Ashfield, Skegby, Teversall, in Nottinghamshire, and the townships and parishes of Ault-Hucknall, Pleasley, and Shirebrook, in Derbyshire, or some of them.

A railway (No. 2), wholly in Derbyshire, commencing in the said township of Shirebrook, in the parish of Pleasley, at the termination of Railway No. 1, and terminating in the township of Upper Langwith, in the parish of Upper Langwith, by a junction with the authorised Lancashire, Derbyshire, and East Coast Railway (Railway No. 12), at a point about 2 furlongs  $5\frac{1}{2}$  chains from the commencement thereof, measured along the same.

The railway will pass from, in, through, and into the townships and parishes of Pleasley, Shirebrook, and Upper Langwith, or some of them.

A railway (No. 3), commencing in the said township of Shirebrook, in the parish of Pleasley, in Derbyshire, at the termination of Railway No. 1, and terminating in the township of Bolsover, in the parish of Bol-

sover, in Derbyshire, at the northern boundary of the wood called Whaley Thorns, at about 134 yards east of the centre of the Mansfield to Worksop branch of the Midland Railway Company.

The railway will pass from, in, through, and into the townships and parishes of Pleasley, Shirebrook, Upper Langwith, Scarliff, and Bolsover, in Derbyshire, and the townships and parishes of Warsop, Nether Langwith, and Cuckney, in Nottinghamshire, or some of them.

A railway (No. 4), wholly in the township of Bolsover, in the parish of Bolsover, in Derbyshire, commencing at the termination of Railway No. 3, and terminating by a junction with the Mansfield to Worksop branch of the Midland Railway Company, about 111 yards south of the centre of the level crossing of the public road from Elmton to Cuckney.

A railway (No. 5), wholly in the township of Kirkby-in-Ashfield, in the parish of Kirkby-in-Ashfield, in Nottinghamshire, commencing by a junction with Railway No. 1, about 126 yards south-east of the north-west corner of the field numbered 35 on the  $\frac{1}{2500}$  Ordnance map of that parish, and terminating in the field numbered 358 on the aforesaid map, about 73 yards south-west of the south end of the Kirkby Colliery sidings for empty wagons.

A railway (No. 5A), wholly in the said township of Kirkby-in-Ashfield, in the parish of Kirkby-in-Ashfield, in Nottinghamshire, commencing by a junction with Railway No. 5, about 20 yards south of the north-west corner of the Kirkby Colliery workshops, and terminating about 3 yards from the west end of the northern boundary fence of the Kirkby Colliery sidings for full wagons.

A railway (No. 6), wholly in the township of Sutton-in-Ashfield, in the parish of Sutton-in-Ashfield, in Nottinghamshire, commencing by a junction with Railway No. 1, at the south-eastern fence of Priestsick-lane, about 53 yards north-east of the mile post, marked 3 miles from Mansfield, and terminating about 7 yards north of the west corner of the Retort House of the Sutton-in-Ashfield Gas Works.

A railway (No. 7), wholly in Nottinghamshire, commencing in the township of Skegby, in the parish of Skegby, by a junction with Railway No. 1, close to the eastern boundary of the field numbered 141 on the  $\frac{1}{2500}$  Ordnance map of that parish, and about 62 yards north of the south-east corner of the said field, and terminating in the township of Teversall, in the parish of Teversall, about 17 yards north-east of the west corner of the field numbered 431 on the  $\frac{1}{2500}$  Ordnance map of that parish.

The railway will be wholly in the said townships of Skegby and Teversall, in the parishes of Skegby and Teversall.

A railway (No. 7A), wholly in the said township of Teversall, in the parish of Teversall, in Nottinghamshire commencing by a junction with Railway No. 7, about the centre of the Teversall branch of the Midland Railway Company, and about 173 yards, measured in a north-easterly direction along the said



branch from the north-east end of the Teversall station platform, and terminating by a junction with one of the Butcherwood Colliery sidings, about 14 yards north-east of the centre of the approach road to the said colliery, and about 69 yards south-east of the rail weighbridge of the said colliery.

A railway (No. 7B), wholly in the said township of Teversall, in the parish of Teversall, in Nottinghamshire, commencing by a junction with one of the Butcherwood Colliery sidings, about 14 yards north-east of the centre of the approach road to the said colliery, and about 68 yards south-east of the rail weighbridge of the said colliery, and terminating by a junction with one of the sidings of the said colliery, about 12 yards west of the rail weighbridge of the said colliery.

A railway (No. 8), wholly in Derbyshire, commencing in the said township of Pleasley, in the parish of Pleasley, by a junction with Railway No. 1, at the eastern fence of Longhedge-lane, about 216 yards, measured in a southerly direction along the said lane from the centre of the bridge carrying the said lane over the Teversall branch of the Midland Railway Company, and terminating in the said township and parish of Pleasley, about 4 yards south of the east end of the southernmost siding of the Pleasley Colliery sidings for empty wagons.

The railway will pass from, in, through, and into the townships and parishes of Pleasley and Ault-Hucknall, or one of them.

A railway (No. 9), commencing in the said township of Upper Langwith, in the parish of Upper Langwith, in Derbyshire, by a junction with Railway No. 3, in the field numbered 58 on the  $\frac{1}{2500}$  Ordnance map of that parish, about 100 yards north-west of the south-east corner of the said field, and terminating in the said township and parish of Warsop, in Nottinghamshire, by a junction with the authorised Lancashire, Derbyshire, and East Coast Railway (Railway No. 9), at a point about 384 yards, measured in an easterly direction along the said authorised railway from the point where the said authorised railway crosses the Mansfield to Worksop branch of the Midland Railway Company.

The railway will pass from, in, through, and into the said township and parish of Upper Langwith, in Derbyshire, and the said townships and parishes of Cuckney, Nether Langwith, and Warsop, in Nottinghamshire, or some of them.

A railway (No. 10), wholly in Derbyshire, commencing in the said township of Bolsover, in the parish of Bolsover, by a junction with Railway No. 3, in the field numbered 989 on the  $\frac{1}{2500}$  Ordnance map of that parish, near to the eastern boundary of the said field, and about 127 yards south of the north-eastern corner thereof, and terminating in the said township and parish of Upper Langwith, at a point about 39 yards due north of the junction of the public roads from Whaley and Upper Langwith to Nether Langwith.

The railway will pass from, in, through, and into the townships and parishes of Bolsover, No. 26226.

Scarcliff, and Upper Langwith, or some of them.

A railway (No. 11), wholly in the said township and parish of Bolsover, in Derbyshire, commencing by a junction with Railway No. 3, in the field numbered 989 on the  $\frac{1}{2500}$  Ordnance map of that parish, near to the eastern boundary of the said field, and about 57 yards south of the north-eastern corner thereof, and terminating about 3 yards east of the weigh office of the Langwith Colliery for empty wagons.

Widening of Road at Wood Green.—To enable the Company, in the parish of Tottenham, in the county of Middlesex, to widen the public road known as Dagmar-road, such widening to commence in the said road, on the western side thereof, at the south-eastern corner of the premises known as No. 1, Columbia-terrace, and to terminate in the said road, on the southern side thereof, at the north-western corner of the said premises, and, in connection with the said widening, to appropriate the site and soil of a strip of land extending from a point on the eastern side of the said road opposite, or nearly opposite, the commencement of the said proposed widening, to a point on the northern side of the said road opposite, or nearly opposite, the termination of the proposed widening.

To enable the Company and the Midland Railway Company, or either of those Companies, with the consent of the other of them, in the township and parish of Hucknall Torkard, in the county of Nottingham, to construct a diversion of the footpath leading from Bestwood to Hucknall, and crossing the Leen Valley Railway of the Company and the Mansfield branch of the Midland Company on the level near the southern end of the Butler's Hill Station of the Company, such diversion to commence in the occupation road known as Bestwood-road, about 50 yards, measured along the said road in a north-westerly direction from the centre of the level crossing of the said Leen Valley Railway by the said road, and to terminate in the said footpath at a point about 80 yards, measured along the footpath in a north-easterly direction from the eastern boundary of the property of the Midland Railway Company, and the Bill will extinguish all rights of way for foot passengers in and over the level crossings of the said Leen Valley Railway and the said Mansfield Branch by the said footpath, and over so much of the said footpath as lies between the points of commencement and termination of the said diversion, and will vest in the respective Companies the site and soil of the said level crossings.

To vest in the Company, for the purposes of the Bill, the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845; and to authorise the deviation 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, and the deviations from the levels shown upon the sections to be deposited as hereinafter mentioned, to any extent which may be defined by the Bill; and to enable the Company to purchase lands (including in that expression, where used in this notice, houses, buildings, and other property), compulsorily or by agreement, for the purpose of the said railways and works; and to

extinguish all rights of way over, and empower the Company to appropriate the site and soil of so much of any roads, streets, or footways as will become unnecessary by reason of any of the foregoing diversions, or as are shown on the deposited plans as intended so be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken; to levy tolls, rates, and charges in respect of the intended railways, and to exercise other rights and privileges.

**Additional Lands.**—To enable the Company to acquire, by compulsion or agreement, the lands hereinafter described, in addition to those which are required for the specific purposes hereinbefore mentioned, and to vest in and enable the Company to hold all such of the said lands as may have been acquired by them previously to the passing of the Bill; and to extinguish all rights of way, commonable and other rights in, over, under, or in relation to the said lands, or any of them. The additional lands so intended to be acquired by the Company are:—

**Additional Lands at Wood Green.**—Certain lands in the parish of Tottenham, in the county of Middlesex, adjoining the main line of the Company on the western side thereof, near the southern end of the bridge carrying the down line of the Enfield branch of the Company over their said main line, and bounded on the north, east, and west by property belonging, or reputed to belong, to the Company, and on the south by Dagmar-road.

**Additional Lands at Knebworth.**—Certain lands in the parish of Knebworth, in the county of Hertford, adjoining the main line of the Company on the eastern side thereof, and extending from the public road crossing under the said main line, at or near the mile post denoting 25 miles from London, for a distance of about 25 chains, measured in a northerly direction along the eastern boundary of the Company's property from the said public road.

**Additional Lands at Biggleswade.**—Certain lands in the parish of Biggleswade, in the county of Bedford, adjoining the railway of the Company on the eastern side thereof, and opposite, or nearly opposite, the signal box known as the Biggleswade South Box.

**Additional Lands at Colwick.**—Certain lands in the parish of Radcliffe-on-Trent, in the county of Nottingham, bounded on the west by the property of the Company, on the south-east by the river Trent, and on the north by the boundary between the parish of Radcliffe-on-Trent and the township of Carlton.

Certain other lands in the parish of Gedling, in the county of Nottingham, partly in the township of Stoke Bardolph, and partly in the township of Gedling, bounded on the west and south-west by the property of the Company, and extending from a point on the ditch or drain known as Stoke Dyke, about 400 yards, measured along the said dyke in a south-easterly direction from the boundary between the townships of Stoke Bardolph and Gedling to the point where the Nottingham and Lincoln Railway of the Midland Company crosses the eastern boundary of the Company's property near Colwick, North Junction.

Certain other lands in the said township and parish of Gedling, bounded on the north-

east and south-east by the property of the Company, and on the north-west by the said Nottingham and Lincoln Railway.

Certain other lands in the said township and parish of Gedling, adjoining the Derbyshire and Staffordshire Railway of the Company on both sides thereof, and extending from the said Nottingham and Lincoln Railway to the public road crossing under the said railway of the Company near the southern end of Gedling Station, and leading from Burton Joyce to Carlton.

Certain other lands in the said township and parish of Gedling, adjoining the said railway of the Company on the eastern side thereof, and extending from the said public road near the southern end of Gedling Station to the public road crossing under the railway of the Company at the northern end of the said station.

A strip of land in the said township of Gedling, bounded on the south-east by the said public road leading from Burton Joyce to Carlton, and on the north-east by the public road leading to Gedling from the said road from Burton Joyce to Carlton.

Certain other lands in the said township of Gedling, bounded on the north-east and north by the property of the Company, on the south-east by the said road from Burton Joyce to Carlton, and on the south-west by the said road leading therefrom to Gedling.

**Additional Lands at Retford.**—Certain lands in the parish of West Retford, in the county of Nottingham, adjoining the main line of the Company on both sides thereof, and extending southwards from the Chesterfield Canal to the public road that crosses the said main line on the level, and leads from Retford to Babworth.

**Additional Lands at Doncaster.**—Certain lands in the township of Balby-with-Hexthorpe, in the parish of Doncaster, in the West Riding of the county of York, bounded on the north-west by the boundary wall of Doncaster Cemetery, on the south-east by the south-east side of the lane now or lately known as Ten Pound Walk, and on the south-west by land belonging or reputed to belong to the Great Eastern Railway Company.

Certain other lands in the said township of Balby-with-Hexthorpe, bounded on the south-west by the property of the Company, and on the south-east by land belonging or reputed to belong to the Great Eastern Railway Company, on the north-west by the premises known as No. 5, Bank-side, and on the north-east partly by the premises known as No. 3, Oak-terrace.

**Additional Lands at Lofthouse North Junction.**—Certain lands in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the West Riding of the county of York, belonging or reputed to belong to the Governors of the Free Grammar School of Queen Elizabeth, at Wakefield, and in the occupation of William Lunn, adjoining the West Yorkshire Railway of the Company, at Lofthouse North Junction, and bounded on the east by the property of the Company, and on the south-west by the public road, leading from Newton Lane End to Thorpe-on-the-Hill. And the Bill will authorise

the Company to abolish the level crossing of their said West Yorkshire Railway, at or near Lofthouse North Junction, by the occupation-road leading from the said public road to the works of the Lofthouse Colliery Company.

**Additional Lands at Ardsley.**—Certain lands in the township and parish of East Ardsley, in the West Riding of the county of York, adjoining the West Yorkshire Railway of the Company, at Ardsley Station, on the south-western side thereof, and extending from the public road leading from Thorpe-on-the-Hill to East Ardsley, known as Ardsley Fall-lane or Mill-lane, to a point opposite, or nearly opposite, the southern end of the platforms at Ardsley Station.

**Additional Lands between Ardsley and Tingley.**—Certain lands in the West Riding of the county of York, partly in the township and parish of East Ardsley, and partly in the township of West Ardsley, in the parish of Woodkirk, otherwise West Ardsley, adjoining the Gildersome branch of the Company, on the southern side thereof, and extending from the public road known as Ardsley Common-lane to a point on the southern boundary of the Company's property, about 13 chains, measured in a westerly direction from the division between the said parishes.

Certain other lands wholly in the said township of West Ardsley, adjoining the said Gildersome branch on its northern side, and extending from the division between the townships of East and West Ardsley to the public road known as Lower-street, leading from Tingley to Thorpe-on-the-Hill.

Certain other lands wholly in the said township of West Ardsley, adjoining the said Gildersome branch on its northern side, and extending from the said public road known as Lower-street to the road known as Dunningley-lane, leading from Dunningley to Lower-street.

Certain other lands wholly in the said township of West Ardsley, bounded on the east by Dunningley-lane, on the south by the said Gildersome branch, and on the north by the Beeston and Batley Railway of the Company.

Certain other lands wholly in the said township of West Ardsley, adjoining the said Gildersome branch on the southern side thereof, and extending from the said Dunningley-lane to a point on the Company's boundary opposite, or nearly opposite the eastern end of the platforms at Tingley Station.

To exempt the Company from their liability, under section 92 of the Lands Clauses Consolidation Act, 1845, to purchase the whole of any lands for the purposes of the Bill.

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 buildings.

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, 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, notwithstanding anything contained in the 127th and subsequent sections of the Lands Clauses Consolidation Act, 1845; 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.

The Bill will or may provide that all or some of the new roads, footpaths, and diversions of roads shall be maintained and repaired by the same bodies or persons who now maintain and repair the roads and footways for which the same will be respectively substituted; and it will or may provide, as respects the said intended railways, that the Company shall not be liable under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any road or street which shall be carried over the said railways by a bridge or bridges; or the immediate approaches thereto, the levels of which road or street shall not be permanently raised.

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 the directors.

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 Land Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will or may enlarge or amend the powers and provisions of all or any of the Acts hereinbefore referred to, and also of the following local Acts, viz.:—9 and 10 Vic., cap. 71, and any other Acts relating directly or indirectly to the Great Northern Railway Company or their undertaking; 7 and 8 Vic., cap. 18, and any other Acts relating directly or indirectly to the Midland Railway Company.

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 course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection, as regards the works to be executed and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective Clerks of the Peace thereof, at their respective offices, also hereinafter mentioned (that is to say):—For the county of Nottingham at Newark, the county of Derby at Derby, the county of Middlesex at Broad Sanctuary, Westminster, the county of Hertford at St. Albans, the county of Bedford at Bedford, and the West Riding of the county

of York at Wakefield. And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each 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 the case of an 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 17th day of November, 1891.

NELSON, BARR, and NELSON, 29, Abingdon-street, Westminster, S.W.; and 4, South Parade, Leeds, Solicitors.

DYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1892.

Waterloo and City Railway.

(Incorporation of Company; Construction of Underground Railway or Subway from near Waterloo Station to Mansion House-street, City; Provisions affecting Streets, &c.; Underpinning, &c., of Buildings; Compulsory Purchase of Lands; Exemption from Provisions of Lands Clauses Consolidation Act, 1845; Provisions as to taking portions only of Buildings, Subsoil, &c., and as to superfluous Lands; Tolls; Access to Stations of other Railway Companies; Agreements as to and Power to Supply Electricity or Electrical Energy or Power; Temporary Shafts and Openings; Bye-Laws; Agreements, with Contributions by, and other Provisions affecting Public Bodies and Railway Companies; Payment of Interest out of Capital; 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 effecting the purposes, or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.

2. To enable the Company to make and maintain the underground railway or subway (being a subway for the conveyance of passengers, animals, and goods in carriages or trucks drawn or propelled on rails), and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, wires, tunnels, subways, covered ways, stations, shafts, lifts, sewers, drains, pipes, approaches, buildings, and other machinery, apparatus, works, and conveniences (that is to say):—

A railway or subway commencing in the parish of St. Mary, Lambeth, in the county of London, on the southern side of James-street, about 75 yards westward from the eastern junction of that street with Lambeth Lower Marsh, and terminating in the parish of St. Mary Woolchurch, otherwise St. Mary Woolchurch Haw, in the city of London, in Mansion House-street, opposite the north-eastern corner of the Mansion House, which intended railway or subway will be made or pass from, in, through or into the parishes, extra-parochial and other places following, or some of them (that is to say):—St. Mary Lambeth, Christchurch Southwark, and part of the bed and foreshore of the

River Thames, in the county of London; and part of the bed and foreshore of the River Thames, the precinct of Bridewell, St. Bride, St. Anne, otherwise St. Anne Blackfriars, St. Andrew-by-the-Wardrobe, St. Benet, otherwise St. Benet Paul's Wharf, St. Peter, otherwise St. Peter Paul's Wharf, St. Mary Magdalen, St. Mary Mounthaw, St. Nicholas Cole Abbey, St. Nicholas Olave, St. Mildred, otherwise St. Mildred Bread-street, St. Mildred the Virgin, otherwise St. Mildred Poultry, Holy Trinity the Less, St. Margaret Moses, St. Mary Aldermay, St. Thomas the Apostle, St. Antholin, St. Benet Sherehog, St. Stephen, St. Mary Colechurch, St. Christopher, otherwise St. Christopher-le-Stock, St. Mary Woolnoth, and St. Mary Woolchurch, otherwise St. Mary Woolchurch Haw, in the city of London, all in the county of London.

3. The gauge to be adopted for the intended railway or subway will be four feet eight-and-a-half inches, and the motive power to be employed will be electricity or cable power.

4. To authorise the Company to cross, stop up, close for traffic, divert, alter the level of and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic tubes, wires, electric apparatus or other works, conveniences and appliances within or adjoining the aforesaid parishes, extra-parochial and other places, or any of them, and to appropriate and use for the purposes of the intended works or of the Bill, the subsoil and under-surface of any lands, streets, roads, squares, passages and places under, along or across which any of the proposed works are intended to be made.

5. To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by, or determined under, the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

6. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, building, or works which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

7. To authorise the Company to purchase by compulsion or agreement, lands, houses, and other property in the parishes, extra-parochial, and other places aforesaid for the purposes of the intended works, and notwithstanding the 92nd Section, or any other Section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment to empower the Company to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or other offices, or parts of, or attached to, or belonging to any houses, buildings, manufactory or other premises without being required or compelled to purchase the whole of such land, house, building, manufactory or premises, and to take, and acquire easements for carrying the intended works under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof, or the site thereof respectively, without being required or

compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or in, under, or over the foreshore, bed, bank, and soil of the River Thames, and any rights of ferry or other public or private rights across or affecting the River Thames, which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

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

9. To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railway or subway, and works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively, and to grant leases of the undertaking, tolls, rates, and charges, and all or any of the proposed works.

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

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

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

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

14. To empower the Company on the one hand, and the London County Council, the Mayor, Com-

monalty, and Citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any District Board of Works, vestry or other authority, or any company or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus, or the London and South Western Railway Company, or the Central London Railway Company, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction, maintenance, or user of the intended works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands, works, and property, the formation and user of approaches to the intended railway or subway from any streets, roads, or public places, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the London County Council, the Corporation, the Commissioners, and any District Board of Works or Vestry as aforesaid, or the London and South Western Railway Company, or the Central London Railway Company, respectively, or any of them, in furtherance of any such agreement, all or any of the powers of the Bill, including powers of construction, maintenance, and purchasing lands.

15. To authorise or require the London County Council, the Corporation, the Commissioners, the London and South Western Railway Company, the Central London Railway Company and any District Board of Works or Vestry as aforesaid, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended works, or any or some of them, or any or some part or parts thereof respectively, and to empower them or some or one of them to take and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or other payment in shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes to empower and, if need be, require them to apply any existing rates, dues, or other revenues which they are, or may be, authorised to raise, and to raise further money from time to time by rates or by borrowing on the security of any property belonging to them, or any of their rates, dues or revenues, and on mortgage or bond, debenture stock, or otherwise.

16. To empower the Company on the one hand and the London and South Western Railway Company and the Central London Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements and arrangements with respect to the working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways or works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting parties, or either of them, the supply and maintenance of engines, stock, and plant, the supply of electricity or electrical energy or power, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part.

thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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

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

19. To incorporate with the Bill, among other Acts, and to extend to the Company, and to the railway or subway proposed to be constructed under the Bill, all or any of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such alterations and amendments as may be deemed expedient, and to enable the Company to exercise the powers or any of the powers contained in those Acts.

20. To alter, amend, extend, and if need be, repeal the provisions or some of the provisions of the several Acts of Parliament following (that is to say)—The Metropolis Local Management Acts, 1855 and 1856, the Local Government Act, 1888, and all other Acts which relate to the London County Council or to the County of London; the London (City) Improvement Act, 1847, and 57 George III., cap. 29, and all other Acts relating to the Corporation or to the Commissioners, or to the City of London; 4 and 5 William IV., cap. 88, and 2 and 3 Victoria, cap. 28, and all other Acts relating to or affecting the London and South Western Railway Company or their undertaking, and the Central London Railway Act, 1891, and all other Acts relating to, or affecting, the Central London Railway 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 railway or subway proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the Bill, with a book of reference to such plans respectively, together with, in each case, a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office, at the Sessions House, Clerkenwell, in that county, and with the Clerk of the Peace for the city of London, at his office at the Sessions House, Old Bailey, in that city, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively, as relates to each parish, and extra-parochial place in or through which the said railway, or subway, or any part thereof, are, or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, as follows (that is to say):—

In the case of the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish; at his office, at the Vestry Hall, Kennington-green, Kennington-road, in that parish; in the case of the

parish of Christchurch Southwark, with the Clerk of the Board of Works for the St. Saviour's district, at his office, at No. 3, Emerson-street, Bankside, S.E.; and in the case of each other parish with the parish clerk thereof, 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 16th day of November, 1891.

BIRCHAM & Co., 46, Parliament-street,  
Westminster, Solicitors for the Bill.

REES & FRERE, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Lancashire, Derbyshire and East Coast  
Railway.

(Construction of Branch Railways and other Works in Counties of Chester, Derby, Nottingham and Lincoln; Compulsory Purchase of Lands; Deviation of Line and Levels of Portions of Authorised Railway; Deviation of Portion of Great Northern Railway near Lincoln; Increase and Regulation of Capital; Working and Traffic Agreements; Subscription by Great Eastern Railway Company; Transfer to Company of Undertaking of North Sea Fisheries (East Lincolnshire) Harbour and Dock Company and Extension of Powers of that Company for Compulsory Purchase of Lands; Payment of Interest during Construction; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Lancashire, Derbyshire and East Coast Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

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

1. A Railway (to be called the North Staffordshire Junction) commencing in the township or hamlet of Sutton, in the parish of Prestbury, in the county of Chester, by a junction with the North Staffordshire Railway, at a point 620 yards, or thereabouts, measured in a south-westerly direction, along that railway from the centre of the bridge carrying the London-road over the said railway, and terminating in the township or hamlet of Macclesfield, in the said parish of Prestbury, by a junction with Railway No. 7, authorised by the Lancashire, Derbyshire and East Coast Railway Act, 1891, at a point marked and measured 3 miles 4 chains on the centre line of the said authorised Railway No. 7, as shown on the plans deposited in respect of the said Act, with the Clerk of the Peace for the county of Chester, in the month of November, 1890.
2. A Railway (to be called Clowne Colliery Branch) wholly in the said parish of Clowne, commencing by a junction with Railway No. 12 authorised by the Lancashire, Derbyshire and East Coast Railway Act, 1891, at a point marked and measured,

- 4 miles 7 furlongs and 3 chains on the centre line of the said authorised Railway No. 12, as shown on the plans deposited in respect of the said Act with the Clerk of the Peace for the county of Derby in the month of November, 1890, and terminating in the field numbered 292 on the 25-inch Ordnance map at a point at or near the eastern fence of that field, and 30 yards or thereabouts measured along the said fence from the centre of the Clowne branch of the Midland Railway.
3. Two Railways (to be called the Langwith Colliery Branch):
- (A.) Commencing in the parish of Bolsover, in the county of Derby, by a junction with the said authorised Railway No. 12, at a point marked and measured 1 mile 6 furlongs and 3 chains on the centre line of the said Railway No. 12, as shown on the plans deposited in respect of the Lancashire, Derbyshire and East Coast Railway Act, 1891, with the Clerk of the Peace for the county of Derby, in the month of November, 1890, thence passing from, in, through or into the parishes and places of Bolsover, Scarcliffe and Upper Langwith, or some of them, in the county of Derby, and terminating in the said parish of Upper Langwith, at a point 39 yards or thereabouts due north of the junction of the public roads from Whaley and Upper Langwith to Nether Langwith; and
- (B.) Wholly in the said parish of Bolsover, commencing by a junction with the intended railway (A), last before described, at a point in the field numbered 989 on the 25-inch Ordnance map, distant 53 yards or thereabouts due south of the north-east corner of that field and terminating at a point 3 yards or thereabouts east of the weigh office for empty wagons at the Langwith Colliery.
4. An alteration of the levels of part of the Railway No. 14, authorised by the Lancashire, Derbyshire and East Coast Railway Act, 1891, such alteration commencing in the parish of Fledborough, in the county of Nottingham, at a point marked and measured 10 miles 1 furlong 7 chains on the centre line of the said authorised Railway No. 14, as shown on the altered plans deposited in respect of the said Act in the month of April, 1891, with the Clerk of the Peace for the county of Nottingham, thence passing through or into the parishes and places of Fledborough, Marnham, North Clifton and the River Trent, or some of them, in the county of Nottingham, and terminating in the said parish of North Clifton, at the point marked and measured 12 miles 4 chains on the centre line of the said authorised Railway No. 14, as shown on the altered plans thereof deposited as aforesaid.
5. A Railway (to be called Washingborough Junction), being a deviation of part of the Railway No. 22, authorised by the Lancashire, Derbyshire and East Coast Railway Act, 1891, such deviation commencing in the parish of Washingborough, in the parts of Kesteven, in the county of Lincoln, by a junction with the Lincoln and Boston Line of the Great Northern Railway Company (as deviated as hereinafter mentioned) at a point on the north side of a drain called the South Delph, distant 827

yards, or thereabouts, measured in an easterly direction along the railway, from the mile post on the Great Northern Railway indicating 6 miles from Lincoln, and terminating in the parish of Fiskerton, in the Parts of Lindsey in the same county, by a junction with the said authorised Railway No. 22 at a point marked 5 furlongs from the commencement of that authorised line as shown on the plans thereof deposited with the Clerks of the Peace for the Parts of Kesteven and Lindsey respectively, in the month of November, 1890; and the intended Act will direct the abandonment of so much of the said authorised Railway No. 22 as will be rendered unnecessary by the proposed deviation, and authorise the repayment of the proportion of the Parliamentary deposit relating thereto.

6. A deviation of a portion of the Great Northern Railway, such deviation being wholly in the said parish of Washingborough, and commencing at a point 627 yards or thereabouts, measuring in an easterly direction along the said railway from the distance post thereon indicating 6 miles from Lincoln, and terminating at a point on the said railway 243 yards or thereabouts, measuring in a south-easterly direction along the said railway from the distance post thereon indicating 7 miles from Lincoln.

The intended Act will authorise the Company to exercise the powers and effect the objects following, or some of them (that is to say):—

To deviate laterally from the lines and vertically from the levels of the intended railways shown on the plans and sections to be deposited as hereinafter mentioned to such extent 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, and stop up temporarily or permanently all roads, highways and other roads, footpaths, rivers, streams, sewers, drains, railways, wagon ways, 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 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 purchase and take by compulsion or agreement lands, houses and buildings, or any estates or interests in, or easements over, lands, houses and buildings in the before-mentioned parishes, townships and places, for the purposes of the proposed railways and works, and to authorise 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 in, over or connected with any lands, houses and buildings proposed to be pur-

chased, 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.

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 their Undertaking, 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 borrowing, and the creation and issue of debenture stock, 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, or which they have power to raise, and to authorise the Company to attach a guarantee or preferential dividend, or other rights and privileges, to such portion of their authorised share capital as may be defined by the intended Act.

To empower the Great Eastern Railway Company to subscribe for and hold shares or stock for any sum not exceeding 250,000*l.* in the capital of the Company, and for that purpose to apply their corporate funds and revenue, and to raise further capital 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 otherwise) and conditions as they may think proper or the Bill prescribe, and to authorise them to vote at meetings of the Company, and to appoint a director or directors of the Company.

The intended Act will empower the Company on the one hand, and the North Staffordshire Railway Company, the Great Eastern Railway Company, the Great Northern Railway Company, the Great Northern and Great Eastern Joint Committee, the London and North Western Railway Company, the Midland Railway Company, and the Manchester, Sheffield and Lincolnshire 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 agreements with respect to the working, use, management and maintenance of the intended and authorised railways of the Company, or any part thereof, the supply and maintenance of engines, stock and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways, the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, the fixing, collection, payment, division and appropriation of the tolls, fares, rates, charges and other income and profits arising from traffic to, from and over the railways of the contracting Companies, or any part or parts thereof, and the payments, allowances, rebates or drawbacks to be made or allowed by either of the contracting Companies to the other of them; and the Bill will sanction or confirm any agreement which, previous to the passing thereof, may be made, touching any of the aforesaid matters.

The intended Act will transfer to and vest in or provide for the transfer to and vesting in the Company of the Dock Undertaking, and the lands, rights, powers and privileges of the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company, incorporated by the North Sea Fisheries (East Lincolnshire) Harbour and Dock Act, 1884, for such con-

sideration and upon such terms and conditions as may be agreed on or defined by the intended Act, and the Act may provide for the appropriation of such consideration, and the winding-up of the affairs of the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company, and their ultimate dissolution, and enable the Company to exercise the powers, rights and privileges, including the purchase of land and quay space, construction of works, and levying of tolls, rates, and charges conferred upon the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company by the said Act, and to apply to all or any or either of such purposes any of the capital authorised to be raised under the powers of the intended Act, and the Act will extend the powers for the compulsory purchase of lands to be taken under the powers of the Act of 1884, as extended by the North Sea Fisheries (East Lincolnshire) Harbour and Dock Act, 1890.

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.

The intended Act will vary or extinguish all rights and privileges which would interfere with any of the objects thereof, or any such contracts, agreements or arrangements, as aforesaid, and confer other rights and privileges.

The Bill will incorporate the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863, and so far as may be requisite for any of the purposes thereof, the Bill will alter, amend, enlarge or repeal some of the provisions of the local and personal Acts following, that is to say: 7 and 8 Vict., cap. 18 and 35, and any other Act relating to or affecting the Midland Railway Company; 9 and 10 Vict., cap. 71, and any other Act relating to or affecting the Great Northern Railway Company, the Great Eastern Railway Act, 1862, and any other Act relating to or affecting the Great Eastern Railway Company or the Great Northern and Great Eastern Joint Committee; 9 and 10 Vict., cap. 268, and any other Act relating to or affecting the Manchester Sheffield and Lincolnshire Railway Company; 3 and 4 Will. IV, cap. 36, and any other Act relating to or affecting the London and North Western Railway Company; 29 and 30 Vict., cap. 351, and any other Act relating to or affecting the Cheshire Lines Committee; 42 and 43 Vic., cap. 205, 43 and 44 Vic., cap. 191, and any other Act relating to or affecting the North Staffordshire Railway Company and the North Sea Fisheries (East Lincolnshire) Harbour and Dock Acts, 1884 and 1890.

And notice is hereby given, that on or before the 30th day of this present month of November, plans and sections showing the lines and levels of the intended railways and works, and the lands and property which may be taken for the purposes 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 Parts of Lindsey, in the county of Lincoln, at his office at Lincoln, with the Clerk of the Peace for the Parts of Kes-



teven, in the county of Lincoln, at his office at Stamford, with the Clerk of the Peace for the county of Chester, at his office at Chester, with the Clerk of the Peace for the county of Nottingham, at his office at Newark; and with the Clerk of the Peace for the county of Derby, at his office at Derby; 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 railways and works, or any part thereof, are to be made, 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 at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1891.

BUSBY and DAVIES, Chesterfield, Solicitors.  
W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Llanarmon District Mines Drainage.

(Incorporation of Company; Construction of Works for Drainage of certain Mines and Mineral Lands in the counties of Flint and Denbigh; Bye-Laws; Power to levy Rents, Royalties, Tolls, Rates, or Duties; Appointment of Referees or Arbitrators; Agreements with Halkyn District Mines Drainage Company and others; and other purposes.)

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

To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain the works hereinafter mentioned, or some of them, for the more effectual drainage of the lead and other mines and mineral lands situate and being within the limits hereinafter defined.

To enable the Company to make and maintain the following tunnels or levels and works, or some part or parts thereof, together with all needful shafts, works, and conveniences connected therewith respectively (that is to say):—

1. A tunnel or level commencing at a point in a field belonging, or reputed to belong to Pennant Athelwold Lloyd, and in the occupation of Richard Roberts, and numbered 98 in the township of Leeswood and parish of Mold, on the ordnance map of the county of Flint (scale  $\frac{1}{2500}$ ) and which point is 360 yards, or thereabouts, measured in a south-easterly direction from the farmhouse called "Waen," situate in the township of Broncoed and parish of Mold, now in the occupation of William Bellis, and thence extending in a westerly direction for 2,721 yards, or thereabouts, and terminating at or under a mine shaft known as the "Glyndwr Shaft," formerly called the "East Maes y safn Shaft," and now in the occupation of the Glyndwr Mining Company, Limited.
2. A tunnel or level commencing by a junction with the intended tunnel or level No.

1 at its termination above described, and thence extending in a south-westerly direction for a distance of 1,819 yards, or thereabouts, to a point 390 yards, or thereabouts, measured in a northerly direction from the farmhouse called Hendrefoelas, in the parish of Llanferres, and in the occupation of Richard Harrison, and numbered 950 in that parish on the ordnance map of the county of Denbigh (scale  $\frac{1}{2500}$ ), thence proceeding in a southerly direction for a distance of 3,034 yards, or thereabouts, and terminating at or near a shaft called "The Mary Ann Shaft," situate in the parish of Llanarmon yn Yale, and numbered 1543 in that parish on the ordnance map of the county of Denbigh (scale  $\frac{1}{2500}$ ), and at present unoccupied.

3. A tunnel or level wholly situate in the township of Arddynwent and parish of Mold, commencing by a junction with the intended tunnel or level No. 1 at its termination above described, thence extending in a north-westerly direction for a distance of 1,710 yards, or thereabouts, and terminating at or near a point underneath the public road leading from Mold to Ruthin, 22 yards, or thereabouts, measured in a north-westerly direction from the Rainbow Inn, situate at Gwernymynydd, in the said last-named township, and in the occupation of Thomas Davies.

The said several tunnels or levels, and works will be situate within, and will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Leeswood, Broncoed, and Arddynwent, in the parish of Mold, and the township of Nerquis, all in the county of Flint, and the parishes of Llanferres and Llanarmon yn Yale, in the county of Denbigh.

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 prescribed by the intended Act, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To authorize the Company to cross, alter, divert, or stop up, whether temporarily or permanently, drains, sewers, pipes, mines, shafts, adits, levels, streams, and water-courses, so far as it may be necessary or convenient to cross, alter, divert, or stop up the same in constructing or maintaining the said intended tunnels, or levels, and works.

To authorize the Company to sink new shafts, and to use existing shafts, and to widen, deepen, straighten, enlarge, and improve such existing shafts respectively, jointly with the occupiers thereof, and otherwise on such terms and conditions as may be agreed on, or may be prescribed by the intended Act.

To purchase by compulsion, or to lease or otherwise acquire, so far as may be necessary, for the purposes of the said tunnels, levels, and works, all or any of the lands, houses, shafts, or other property situate in the before-mentioned parishes, townships, and other places, and delineated on the said plans, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, shafts, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended tunnels, or levels, and works, or any of them, or the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to charge, levy, and recover rents, rates, tolls, royalties, duties, or other payments upon the minerals to be raised, from the owners, lessees, or occupiers of the mines within the following area (that is to say):

The area comprised within the limits of a line commencing at or near a point, 116 yards, or thereabouts, measured in a north-easterly direction from the farm-house called "Tydraw," in the occupation of Robert Davies, and numbered 75 in the township of Nerquis, on the ordnance map of the county of Flint (scale  $\frac{1}{25000}$ ), thence proceeding in a northerly direction, in a straight line until the boundary of the township of Arddynwent, in the parish of Mold, is intersected at a point 350 yards, or thereabouts, measured in a north-easterly direction from the house called "Plas onn," in the occupation of Jane Hughes Jones, and numbered 24 in the said township of Nerquis, on the ordnance map of the county of Flint (scale  $\frac{1}{25000}$ ), thence proceeding in a northerly direction, in a straight line, to a point on the Mold and Ruthin Road, situate 220 yards, or thereabouts, measured in a north-westerly direction from the house called "Bryn Coch," belonging to, and in the occupation of Thomas Thelwell Kelly, and numbered 54 in the township of Broncoed, and parish of Mold, on the ordnance map of the county of Flint (scale  $\frac{1}{25000}$ ), thence proceeding along such last-mentioned road, in a westerly direction through the townships of Broncoed, Arddynwent, and Hendrebiffa, all in the parish of Mold, and thence proceeding along such last-mentioned road to the boundary of the counties of Flint and Denbigh, immediately opposite the Colomendy Lodge and drive numbered 100, in the parish of Llanferres, on the ordnance map of the county of Denbigh (scale  $\frac{1}{25000}$ ), thence proceeding along the boundary of the counties of Flint and Denbigh, to a point where such boundary crosses the River Alyn, 250 yards, or thereabouts, measured in a westerly direction from the house called "Argoed," in the occupation of John Morris, and numbered 982 in the township of Gwernaffield, and parish of Mold, on the ordnance map of the county of Flint (scale  $\frac{1}{25000}$ ), thence following the bed of the River Alyn, in a southerly direction to a point where that river is crossed by a ford 50 yards, or thereabouts, measured in an easterly direction from the house called "Rhydysaf," in the occupation of Samuel Williams, and numbered 2,283, in the parish of Llanarmon yn Yale, on the ordnance map of the county of Denbigh (scale  $\frac{1}{25000}$ ), thence proceeding in an easterly direction in a straight line to a point on the boundary of the counties of Flint and Denbigh, 616 yards, or thereabouts, measured in a north-easterly direction from the house called "Pant y ffordd," in the occupation of Thomas Jones, and numbered 2,344 on the last-mentioned ordnance map, thence proceeding along the boundary of the said two counties, in an easterly direction, until the River Terrig is intersected at a point 466 yards, or thereabouts, measured in a north-westerly direction from the public-house called the "Travellers' Inn," situate in the village of Rhydtalog, and numbered 1,395, in the

township of Tryddyn, on the ordnance map of the county of Flint (scale  $\frac{1}{25000}$ ), thence proceeding along the bed of the River Terrig, in a northerly direction to a point 384 yards, or thereabouts, measured in a south-westerly direction from the house called "Plas Nant y Glyn," in the occupation of Mary Elizabeth Norris, and numbered 584, in the township of Nerquis, on the ordnance map of the county of Flint (scale  $\frac{1}{25000}$ ), thence proceeding in a straight line in a northerly direction to the point of commencement of the area above described. The said area will be wholly situate within the following parishes, townships, or places, or some of them (that is to say):—

Townships of Leeswood, Broncoed, Arddynwent, Hendrebiffa, and Gwernaffield, all in the parish of Mold and the township of Nerquis, in the county of Flint, and the parishes of Llanferres and Llanarmon yn Yale, in the county of Denbigh.

To enable the Company to agree with the owners, lessees, and occupiers of mines, mineral lands, tunnels, and levels situate beyond the said area hereinbefore defined, and which may be benefited by the operations of the Company as to tolls, rates, rents, royalties, duties, or other payments to be paid and made to the Company in respect of such benefit, and also to make provision for the appointment of referees or arbitrators, or otherwise, as may be provided by the intended Act, to examine and report on any mines or mineral lands situate beyond the said area, but which mines may be benefited by the construction of the said intended tunnels or levels and other works.

To make provision for the appointment of referees or arbitrators or otherwise, as may be provided by the intended Act, to examine and report on any mines or mineral lands, to settle differences which may arise under the intended Act, and for other purposes of the intended Act.

To empower the Company and the Halkyn District Mines Drainage Company to make and carry into effect arrangements and agreements for more effectually draining the portion of the area of the Halkyn District Mines Drainage Company which adjoins the northerly side of the proposed area of the Company, and to levy and recover rents, rates, tolls, royalties, duties or other payments for or in respect thereof, and to apportion the same between the said Companies.

To empower the Company on the one hand, and the owners, lessees, and occupiers of mines and minerals and lands within or beyond the area above defined, on the other hand, to make and carry into effect agreements for the more effectual drainage of such mines and mineral lands.

To enable the Company to make, alter, vary, and enforce bye-laws, and to attach penalties to the breach or non-observance of any such bye-laws or of the provisions of the intended Act.

To confer upon the Company all powers which may be necessary for effectually draining by means of the said intended tunnels or levels and other works, all mines and mineral lands within the area hereinbefore described, or for forming such communications with the said mines as may be necessary for such purposes.

The intended Act will incorporate with itself such provisions as may be deemed necessary or expedient of The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; The Companies Clauses Consolidation Act, 1845; The Com-

panies Clauses Act, 1863; The Land Drainage Act, 1861, and any Acts amending the same or incorporated therewith; and also the provisions of The Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

Duplicate plans and sections describing the lines, situation, and levels of the proposed tunnels or levels and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, and also a copy of this Notice as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace of the county of Flint, at his office at Mold, and with the Clerk of the Peace of the county of Denbigh, at his office at Ruthin, 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, through, or under which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish at his residence, and in the case of an extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 12th day of November, 1891.

KELLY and KEENE, Mold;  
WALKER, SMITH, and WAY, Chester;  
Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon Street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Barry Railway.

Dock and Railway Extension and Further Powers.

(Additional Dock Railways and Works at Barry; New Road at Cadoxton; Additional Lands in the Parishes of Cadoxton-juxta-Barry and Llantwit Fadre; Additional Capital.)

**A** PPLICATION will be made to Parliament in the ensuing Session by the Barry Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:—

To confer on the Company all necessary powers for making and maintaining the dock and works hereinafter described, viz.:

A Dock to be situate in the parishes of Cadoxton-juxta-Barry and Sully, in the county of Glamorgan, within an area bounded on the north and north-west by the Company's main line of railway from Cadoxton to Barry Dock, on the south-west by their dock basin and entrance, on the south by the dam and works authorised by the Barry Dock and Railways Act, 1888, and on the south-east by the Cadoxton Brook.

An entrance to the said intended dock, hereinafter described, from the north-eastern corner of the Company's dock.

A diversion of the watercourse known as the Cadoxton Brook or the Cadoxton River,

commencing at a point therein 66 chains, or thereabouts, measured in a straight line, in a north-easterly direction, from the house situate in the parish of Cadoxton-juxta-Barry, near the Cadoxton River, known as Mill Cottage, and so described on the 25-inch Ordnance Map, and 41 chains north of Hayes Farmhouse, in the parish of Sully, and terminating in the existing Cadoxton Brook, near the sluice gates at which it passes into the sea.

A Railway No. 1, commencing by a junction with the main line of the Company at a point 14 chains, or thereabouts, south-westward of the Cadoxton Station, and terminating by a junction with the Company's existing railway leading to the North Quay of the existing dock, at a point nearly opposite the centre of the Graving Dock.

A Railway No. 2, commencing by a junction with the said proposed Railway No. 1, at a point between the existing timber pond and the main line of the Company's railway, 7 chains, or thereabouts, south-west of the northern corner of the said timber pond, and terminating by a junction with the Company's existing railway, at a point 4 chains, or thereabouts, measured in a north-easterly direction from the point where the said railway crosses the passage leading from the basin to the existing dock.

All which said intended works will be situate in the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say:—Sully, St. Andrews Major, Merthyr Dovan and Cadoxton-juxta-Barry, in the County of Glamorgan.

A Railway No. 3, commencing in the parish of Cadoxton-juxta-Barry by a junction with the Company's Penarth Branch Railway, at or near the junction therewith of the Cardiff, Penarth, and Cadoxton-juxta-Barry Junction Railway, known as Biglis Junction, and terminating by a junction with the Company's main line at or near the north-east end of the Barry Dock Station, which said intended railway will be made or pass from or through, or in the said parish of Cadoxton-juxta-Barry.

A Road in the parish of Cadoxton-juxta-Barry, commencing by a junction with the public road on the east side of the Wenvoe Arms Hotel, at Cadoxton, and terminating by a junction with the Moor-road, leading from Cadoxton to Cadoxton Lower Common, near the Weston Bridge, carrying the Company's railway over the same; and in connection therewith to stop up so much of the first-mentioned existing public road in the said parish as lies between a point opposite the eastern end of the said Wenvoe Arms Hotel, and a point 5 chains, or thereabouts, south-eastward thereof, and to extinguish all rights of passage or way over the said portion of road to be stopped up as aforesaid.

To confer on the Company in respect of the dock and works to be authorised by the intended Act, all or any of the powers which they have with regard to their authorised dock and works under the Barry Dock and Railways Acts, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, and specially to confer powers as to the management, use, regulation, and protection of the intended dock and works, and the regulation and control of vessels resorting thereto.

To enable the Company to make and maintain all necessary or convenient graving docks, shipping places, sluices, timber ponds, jetties,

quays, dams, sidings, tramways, wharves, landing stages, warehouses, workshops, roads, ways, approaches, and other conveniences and machinery in connection with the said dock and railways.

To enable the Company to cross, alter, stop up, or divert, whether temporarily or permanently, roads, footpaths, towing paths, railways, tramways, rivers, navigations, streams, sewers and other works; and to alter or remove any wires, posts, tubes or apparatus, gas pipes and water pipes, as may be necessary or convenient, in constructing or maintaining the said intended dock, railways, and works; and to divert or stop up, and appropriate the soil of any public roads and footpaths, within the limits of deviation marked on the deposited plans, and to extinguish all rights of way over the same; and to authorise deviations, laterally and vertically from the lines and levels of the works, as shown upon the plans and sections hereinafter mentioned, to any extent which may be defined in the intended Act.

To authorise the Company to purchase and take by compulsion or agreement, for the purpose of the intended works, lands, houses, and other property, and also for the general purposes of their undertaking, and of the intended, Act to purchase and take by compulsion or agreement, the lands hereafter described, viz. :—

Land in the parish of Cadoxton-juxta-Barry, situate at Cadoxton, immediately south-east of the said Penarth Branch Railway where it joins the Company's main line railway, and which land lies immediately to the west of the road in the said parish, crossing the said Penarth Branch Railway, and leading from the Cadoxton Sheeping Moors to Wenvoe.

Lands and buildings in the parish of Llantwit Fadre, situate near Albert-road and Kirk-house-street, Pontypridd, and on the both sides of the Company's main line of railway, and immediately north of the said Albert-road, where the said road crosses the said railway, and between the said Albert-road and the tramway leading from Crawshay's Colliery to the Taff Vale Railway at Pontypridd, which tramway passes under the Company's Gelliwion viaduct.

To authorise for the purpose of the construction of Dock Works, and of Railway No. 3, the purchase and taking of common or commonable land, known as Cadoxton Common, in the aforesaid parish of Cadoxton-juxta-Barry, of which it is estimated that about half an acre will be within the limits of deviation, and may be taken under the intended Act.

To enable the Company to demand, take and recover dues, tolls, rates, fares, and charges, upon or in respect of the intended dock railways and works, and to confer, vary, or extinguish exemptions from tolls, rates, and charges.

To extend the time limited for the sale of surplus lands not required by the Company for the purposes of their undertaking.

To confer further powers upon the Company in respect of the sale, lease, or other disposal of these lands.

To authorise the Company to purchase and take by compulsion, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, a part or parts of any house, building, or manufactory, without being required or compelled to purchase the whole thereof.

To authorise the Company to apply, for the purposes of the Bill, any of their existing or authorised capital or funds, and for this purpose and the general purposes of their undertaking to raise additional capital by the creation of new

ordinary or preference shares or stock, and by borrowing on mortgage, and by the creation or issue of debenture stocks.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer new rights and privileges, and it will incorporate with or without exemptions and modifications the Lands Clauses Acts, the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863 and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

On or before the 30th November instant, plans and sections of the intended dock, railways, road, and works, and plans of the lands which may be taken compulsorily under the powers of the intended Act, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, an Ordnance Map with the line of the said 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 Glamorgan, at his office at Cardiff, and on or before the same day 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 said intended works are to be made, 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 any such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 18th day of November, 1891.

DOWNING & HANDCOCK, Vienna-chambers, Cardiff, Solicitors.

DYSON & Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

London, Tottenham and Epping Forest Railway.

(Incorporation of Company; Construction of Railways in London and Essex; Running Powers to and Traffic Facilities by Great Eastern Railway Company, and Agreements with that Company; 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):—

1. To incorporate a Company (hereinafter called "the Company"), and to authorise and empower the Company to make and maintain the railways following, with all necessary approaches, sidings, stations, works and conveniences connected therewith (that is to say):—

Railway No. 1, commencing in the parish of St. Giles without Cripplegate, in the City of London, at or near a point in Beech-street, on the north side thereof, and twenty yards or thereabouts west of its junction with White Cross-street, and terminating in the parish of Hackney, in the County of London, at or near a point in Springfield-road, two hundred yards or thereabouts, measured in a easterly direction from its junction with Upper Clapton-road.

Railway No. 2, commencing by a junction with Railway No. 1 at its termination, and terminating in the parish of Walthamstow

by a junction with the Cambridge line of the Great Eastern Railway Company, at a point thereon four hundred and fifty yards or thereabouts, measured in a southerly direction from the bridge carrying that line over the River Lee, at or near the South Junction of the said line with the Tottenham and Hampstead Junction Railway

Railway No. 3, commencing by a junction with Railway No. 1 at its termination, and terminating in the parish of Waltham Holy Cross, otherwise Waltham Abbey, in the county of Essex, at or near a point in Avey-lane, one hundred and twenty yards, or thereabouts, measured in a north-westerly direction from its junction with Thomson-lane.

The said intended railways will be made or pass from, through or into the townships, parishes and other places following, or some of them (that is to say):—St. Giles without Cripplegate, in the City of London, St. Luke, St. Leonard's Shore-ditch, St. Mary Islington, Hackney, and Stoke Newington, all in the county of London; and Leyton, Walthamstow, Chingford, Sewardstone, and Waltham Holy Cross, otherwise Waltham Abbey, all in the county of Essex.

2. It is proposed to take, for the purposes of the intended railways and works, certain waste lands being part of or adjoining roads in the parishes of Chingford and Waltham Holy Cross, otherwise Waltham Abbey, and reputed to form part of the common or commonable land known as Epping Forest, of which it is estimated that 4 acres, 1 rood, and 17 perches, or thereabouts, will be within the limits of deviation shown on the plans deposited as hereinafter mentioned, and 1 acre, 1 rood, and 12 perches or thereabouts will be actually required to be taken.

3. To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements therein for the purposes of the intended railways and works, and for providing accommodation for persons belonging to the labouring classes, who may be displaced under the powers of the intended Act, in the parishes and places aforesaid, or any of them, 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, and 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.

4. 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 places as it may be necessary to cross, divert, alter, or stop up, for the purposes of the intended Act.

5. To empower the Company to demand and recover tolls, rates, and charges for or in respect of the use of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges.

6. To authorise and empower the Great Eastern Railway Company (hereinafter called the Great Eastern Company), or any other Company or person lawfully using the railways of that 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, all or some part

of the railways proposed to be authorised by the intended Act, together with all stations on or connected with the said railways, and the roads, signals, water, watering-places, engine-sheds, offices, warehouses, sidings, junctions, works and conveniences connected therewith, and to empower the Great Eastern Company, and any other such company or person as aforesaid, to take and levy tolls, rates, and charges upon or in respect of the said railways and stations so to be run over and used as aforesaid.

7. To require the Great Eastern Company to receive, book through, forward, accommodate, and deliver on and from the undertakings 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 prescribed or provided by the intended Act.

8. To empower the Company and the Great Eastern Company 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, 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 their respective railways, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

9. To authorise the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company during the construction of the said intended railways or any of them.

10. 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 Acts, 1862, 1872, 1874, 1875, 1876, 1877, 1879, 1881, 1882, 1883, 1885, 1887 and 1890, and any other Acts or Act relating to the Great Eastern Company.

11. And notice is hereby also given that plans and sections of the intended railways and works showing the lines and levels thereof, 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, 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 said railways and works are intended to be made,

or within which any of the said lands and property are situated, 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 St. Luke, with the Vestry Clerk of that parish at the Vestry Hall, City-road, E.C.; in the case of the parish of St. Leonard's Shoreditch, with the Vestry Clerk of that parish at his office at the Town Hall, Old-street, E.C.; in the case of the parish of St. Mary Islington, with the Vestry Clerk of that parish at his office at the Vestry Hall, Upper-street, Islington; in the case of the parishes of Hackney and Stoke Newington, with the Clerk to the Hackney District Board of Works, at his office at the Town Hall, Hackney; and in the case of each other parish, with the parish clerk of such parish, at his place of abode.

12. And notice is also hereby given, that on or before the 21st day of December, 1891, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1891.

HUGH C. GODFRAY, 60, Finsbury-pavement, E.C., Solicitor for the Bill.

SHERWOOD AND CO., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

North Metropolitan Tramways.

(New Tramways in Middlesex, London, and Essex; Agreements with County Councils, Vestries, District Boards, and others; Purchase of North London Tramways and Agreements with Local and Road Authorities in connection therewith; Powers to Lease Tramway Undertakings from Local Authorities; Powers to Use Omnibuses and Carriages in connection with the Tramways; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the Session of 1892 by the North Metropolitan Tramways 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, 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:—

Tramway No. 1, commencing by a junction with the North London Tramways at Stamford Hill, near the west end of Upper Clapton-road, and passing thence in an easterly direction into and along Upper Clapton-road, and terminating in that road by a junction with the existing tramway of the Company, at a point about 10 chains east of Portland-avenue.

It is proposed to lay 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 and the nearest rail of the tramway, on the north-east side of Upper Clapton-road, between Portland-avenue and a point 5 chains west of Portland-avenue.

Tramway No. 2, commencing by a junction with the existing tramway of the Company at its termination in Theobald's-road, and passing thence, in a westerly direction, along Theobald's-road, Vernon-place, the south side of Bloomsbury-square, Hart-street and Bury-street, and terminating in Bury-street, near the west end of Silver-street.

Tramway No. 3, commencing by a junction with the existing tramway of the Company in Clerkenwell-road, opposite the Holborn

Town Hall, and passing thence into and along Rosebery-avenue and the new street in course of formation between Farringdon-road and St. John-street-road, into and along St. John-street-road and High-street, Islington, and terminating by a junction with the existing Tramway of the Company opposite the Angel Inn, Islington.

Tramway No. 4, commencing by a junction with the existing tramway of the Company in High-street, Shoreditch, at or near the western end of Bethnal Green-road, and passing thence into and along Bethnal Green-road into and terminating in Cambridge-road by a junction with the existing tramway of the Company, near the end of Bethnal Green-road.

Tramway No. 4A, commencing in Great Eastern-street by a junction with the existing tramway of the Company at a point about 1 chain west of the west side of High-street, Shoreditch, and passing thence along Great Eastern-street, across High-street, Shoreditch, into and terminating in Commercial-street, by a junction with the existing tramway of the Company, at a point about 2 chains east of the east side of High-street, Shoreditch.

Tramway No. 5, situate wholly in High-street, Stratford, commencing by a junction with the existing tramway of the Company, at or near the bridge which carries that street over the North Woolwich branch of the Great Eastern Railway, and terminating by a junction with the existing tramway of the Company, opposite the end of Martin-street.

Tramway No. 6.—A double line of tramway, three chains in length (in lieu of the present single line), in Barking-road, between points about one chain north-east of Mary-street, and two chains south-west of Beckton-road.

Tramway No. 6A.—A double line of tramway, 3 chains in length (in lieu of the present single line) in Barking-road, between Star-lane and a point about 3 chains south-west of Star-lane.

Tramway No. 6B.—A double line of tramway, 3 chains in length (in lieu of the present single line) in Barking-road, between points about 1 chain south-west and 2 chains north-east of Tabernacle-avenue.

Tramway No. 6C.—A double line of tramway, 3 chains in length (in lieu of the present single line) in Barking-road, between points about 3 chains south-west and 6 chains south-west of Liddon-road; and in connection therewith, to empower the Company to widen the carriageway and set back the footway of Barking-road, on both sides thereof, between Liddon-road and a point 9 chains or thereabouts south-west of Liddon-road.

Tramway No. 7.—A double line of tramway (in lieu of the present single line with passing places), in Tottenham High-street, commencing at or near the end of Seven Sisters'-road, and terminating about 7 chains north of Northumberland-park-road, and to empower the Company for the purposes of, and in connection with the said intended Tramways Nos. 6, 6A, 6B, 6C, and 7, to take up and remove, and to appropriate to and use in the construction thereof, so much of the existing tramways in the streets along which such intended tramways are to be laid, as may be convenient or desirable.

The intended tramways will be situate in the parishes or places of St. John, at Hackney, St. Andrew, Holborn, St. George the Martyr, St.

George, Bloomsbury, St. James and St. John, Clerkenwell, St. Mary, Islington, St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, all in the county of London, in the parish of Tottenham, in the county of Middlesex, and in the parish of West Ham, in the county of Essex.

The tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said tramways carriages adapted for use on railways.

The power to be employed for moving carriages or trucks on the said tramways will be electrical power and animal power, in the case of Tramways Nos. 6, 6A, 6B, and 6C, and in the case of all the other tramways proposed to be authorised by the intended Act is animal power.

To empower the Company for all or any of the purposes of the intended Act, and for the general 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.

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, turn outs, and other works as may be necessary or convenient for the efficient working of their tramways, or any of them, or of any tramways of which they may become possessed under the provisions of the intended Act, 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 authorise 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, water-courses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric lighting and telegraph pipes, wires, 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 when by reason of the execution of any work affecting the surface of 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, rates, 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 payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several county councils, vestries, district boards of works, local boards, and other bodies having respectively 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 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.

To confirm the purchase by the Company of the tramways of the North London Tramways Company, and of all the plant, rolling stock, machinery, buildings, works and property whatsoever of that Company, and to empower the Company to work, maintain and use the same, as part of their undertaking; and to levy, demand and take tolls, rates and charges in respect thereof, and to exercise some or all of the powers conferred by the several Acts relating to the North London Tramways Company freed and discharged from all obligations, debts and liabilities of, and claims and demands against that Company, or their undertaking, property, or works to or by any person, or body whatsoever, and of whatever nature, and whether under any of the said Acts or otherwise; and to confirm agreements made with the London County Council and other local and road authorities in connection with such undertaking.

To authorise and empower the Company to take leases of tramway undertakings from local authorities, and to enter into agreements with such authorities with regard to the user and working of such undertakings.

To authorise and empower the Company to purchase, hire, provide, work, use and run omnibuses, carriages, and other vehicles from, to, and in connection with their tramways, and to levy and recover tolls, rates and charges for the use of such omnibuses, carriages and other vehicles.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of the Company, and to raise further capital by new, ordinary or preference shares, and by borrowing, and to authorise the Company to apply to the like purposes, and to the general purposes of the Company, all or any part of the capital which they are, or may be by the intended Act, authorised to raise.

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

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned and will alter and amend, so far as may be necessary, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster; and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell; 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 as follows, that is to say:—As regards the parish of St. John,

at Hackney, with the Clerk of the Board of Works for the Hackney District, at his office at the Town Hall, Hackney; as regards the parishes of St. Andrew, Holborn, and St. George the Martyr, with the Clerk of the Board of Works for the Holborn District, at his office at the Holborn Town Hall, Gray's Inn-road; as regards the parish of St. George, Bloomsbury, with the Clerk of the Board of Works for the St. Giles' District, at his office, 197, High Holborn; as regards the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish, at his office, 58, Rosoman-street, Clerkenwell; as regards the parish of St. Mary, Islington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Upper-street, Islington; as regards the parish of St. Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office at the Town Hall, Old-street; as regards the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of that parish, at his office in the Vestry Hall, Church-road, Bethnal Green; and as regards the parishes of West Ham and Tottenham, with the respective Parish Clerks of those parishes, at their respective residences.

Printed copies of the intended Act will, on or before the 21st day of December, 1891, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1891.

HUGH C. GODFRAY, 60, Finsbury-pavement, London, E.C., Solicitor for the Bill.  
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1892.

The Tramways Act 1870.

Somerton Keinton Mandeville Castle Cary and Evercreech Tramways.

(Construction of Tramways between Somerton Butleigh Keinton Mandeville Castle Cary and Evercreech in the County of Somerset. Provisions as to user of Steam Mechanical or other Power Tolls Rates and Charges Agreements Repeal and Amendment of Acts and for 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 to authorise the making forming laying down and maintaining the several tramways or some of them with all necessary works and conveniences hereinafter described with all necessary and proper rails points plates and sleepers (that is to say)—

1. Tramway No. 1. A tramway commencing in the parish of Somerton at a point about 15 feet north of the north side of Horse Mill-lane 6½ chains or thereabouts west of the most westerly building of the sewage works there passing thence on the north side of and thence eastwardly along that lane and thence across land belonging or reputed to belong to Colonel Pinney and along the road leading from Somerton to Kingweston (over Cary-bridge and up Snap-hill) and terminating in the parish of Kingweston at a point in such road near Christian's Cross opposite the road leading to Butleigh.
2. Tramway No. 2. A tramway wholly in the parish of Kingweston commencing in the road leading from Somerton to Kingweston by a junction with Tramway No. 1 at its termination passing thence north-eastwardly along such road and terminating

therein at a point 6 chains or thereabouts south-westward of the junction of the road leading from Somerton to Kingweston and the road between the Lower and Middle Farms at Kingweston.

3. Tramway No. 3. A tramway commencing by a junction with Tramway No. 2 at its termination passing thence west and northwardly along the road leading from Kingweston to Butleigh passing Staddlecombe Plantation and thence in a northerly direction across fields belonging or reputed to belong to and in the occupation of Robert Neville Grenville and terminating in the parish of Butleigh at a point 20 feet or thereabouts south of the road leading from Sour Down to Butleigh Cross 2 chains or thereabouts south-west of the most westerly building of Higher Farm.
4. Tramway No. 4. A Tramway commencing in the road leading from Somerton to Kingweston by a junction with Tramway No. 2 at its termination passing thence north-east and eastwardly along that road and the road leading from Kingweston to Keinton Luns-hill and High-street Keinton Mandeville and terminating in the parish of Keinton Mandeville at a point in such last-named street 5 chains or thereabouts westward of the junction of High-street and Castle-street with Combe-hill and Queen-street.
5. Tramway No. 5. A tramway commencing by a junction with Tramway No. 4 at its termination passing thence eastwardly along High-street Castle-street and along the road from Keinton Mandeville to Castle Cary Station and Shepton Mallet through the villages of West Lydford Alford and Clanville and terminating in the parish of Ansford at a point in such road 1½ chains or thereabouts eastward of the junction of such road with the road over the Great Western Railway leading to Castle Cary.
6. Tramway No. 6. A tramway commencing by a junction with Tramway No. 5 at its termination passing thence into and south-eastwardly along the road over the Great Western Railway to Castle Cary and the New-road and terminating in the parish of Castle Cary at a point in such New-road 1½ chains or thereabouts westward of Gas-house-lane.
7. Tramway No. 7. A tramway commencing in the road leading from Keinton Mandeville to Castle Cary Station and Shepton Mallet by a junction with Tramway No. 5 at its termination passing thence north-eastwardly along such road and the road from Castle Cary to Evercreech Junction Station (over Ansford Bridge and Arthur's Bridge) to the south-west side of the Somerset and Dorset Railway near Evercreech Junction Station and thence across fields belonging or reputed to belong to and in the occupation of William Roles on the south-west side of that railway and across lands belonging or reported to belong to the Somerset and Dorset Railway Company and terminating in the parish of Evercreech by a junction with the westerly siding of the Somerset and Dorset Railway at Evercreech Junction Station 15½ chains or thereabouts north-west of the north end of the west platform at that station.
8. The tramways throughout will be laid as single lines except in the following instances where they will be laid as double lines viz.—



Tramway No. 1. On the north side of Horse Mill-lane between points respectively 2 chains or thereabouts and 6 chains or thereabouts from its commencement.

Tramway No. 2. In the road between Somerton and Kingweston between points respectively 1 chain or thereabouts and 6 chains or thereabouts from its commencement.

Tramway No. 3. In the fields belonging or reputed to belong to and in the occupation of Robert Neville Grenville between points respectively 5 chains or thereabouts and 1 chain or thereabouts from its termination.

Tramway No. 4. In the road leading from Somerton to Kingweston for a distance of 5 chains or thereabouts from its commencement.

Tramway No. 5. In High-street Keinton Mandeville for a distance of 3.50 chains or thereabouts from its commencement.

In the road leading from Keinton Mandeville to Castle Cary Station and Shepton Mallet between points respectively (1) 25½ chains or thereabouts and 21½ chains or thereabouts westwards of the road to Ilchester (2) 8½ chains or thereabouts and 11½ chains or thereabouts eastwards of the road to Ilchester (3) 10 chains or thereabouts and 14 chains or thereabouts eastward of the road leading to East Lydford (4) 13½ chains or thereabouts and 18½ chains or thereabouts eastward of the road to Hornbotton (5) 4 chains or thereabouts and 7½ chains or thereabouts eastward of the parish boundary dividing the parishes of Lovington and Alford (6) 2.70 chains or thereabouts west of Dunmerlane and the west side of that lane.

Tramway No. 6. In the New-road for a distance of 4 chains or thereabouts from its termination.

Tramway No. 7. In the road from Castle Cary to Evercreech Junction Station between points respectively (1) 11½ chains or thereabouts and 16 chains or thereabouts from its commencement (2) 25½ chains or thereabouts and 20½ chains or thereabouts south of the road to Bruton in the fields belonging or reputed to belong to and in the occupation of William Roles 21 chains or thereabouts and 16 chains or thereabouts from its termination.

The following is a description of each point at which the said tramways or some or one of them are proposed to be laid so that for a distance of 30 feet or upwards a less space than 10 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramways on the side of the road hereinafter mentioned viz.—

Tramway No. 1. In Horse Mill-lane on its north side throughout.

In the road between Somerton and Kingweston on its west side between Horse Mill-lane and the road to Glastonbury.

In the road between Somerton and Kingweston on its south-east side between the road to Glastonbury and the termination of Tramway No. 1.

Tramway No. 2. In the road between Somerton to Kingweston on its south-west side throughout.

Tramway No. 3. In the road leading from Kingweston to Butleigh on its north and east sides throughout.

Tramway No. 4. In the road leading from

Somerton to Kingweston on its south-east and south sides throughout.

In the road leading from Kingweston to Keinton on the south side throughout.

In High-street on its south side throughout.

Tramway No. 5. In High-street and Castle-street on their south sides throughout.

In the road from Keinton Mandeville to Castle Cary Station and Shepton Mallet on the south-south-east and west sides throughout.

Tramway No. 6. In the road over the Great Western Railway to Castle Cary and the New-road (1) on their south-west and west sides between the road from Keinton Mandeville to Castle Cary Station and Shepton Mallet and Mill-lane (2) on their north-east and north sides between Mill-lane and the termination of the tramway.

Tramway No. 7. In the road leading from Keinton Mandeville to Castle Cary Station and Shepton Mallet on its north-west side for a distance of 11 chains east from the commencement of the tramway.

In the same road and the road from Castle Cary to Evercreech Junction Station on the south-east and east sides thereof between points 11 chains east from the commencement of the tramway and the south side of the Somerset and Dorset Railway.

9. The aforesaid tramways will be made or pass from in through or into the parishes townships or extra-parochial places following or some or one of them (that is to say) Somerton Charlton Mackrell Kingweston Butleigh Keinton Mandeville West Lydford East Lydford Wheat-hill Lovington Alford Castle Cary Ansford Ditchat Lamyatt and Evercreech in the county of Somerset.

10. The proposed tramways will be constructed on a gauge 4 feet 8½ inches or such other gauge as may be authorised by the Board of Trade.

11. To empower the Promoters to run on the said tramways carriages or trucks adapted for use on railways.

12. To empower the Promoters for all or any purposes of the Order to enter upon and open and break up the surface of and to cross alter and stop up remove and otherwise interfere with streets roads lanes highways public and private roadways railways tramways footways water-courses bridges canals sewers drains pavements thoroughfares water-pipes gas-pipes and electric telegraph pipes and apparatus within all or any of the parishes townships or places mentioned in this notice.

13. 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 or any part thereof to make in the same or any adjacent street road or thoroughfare in any parish township or place mentioned in this notice and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of a tramway or part of a tramway so removed or discontinued to be used or intended so to be.

14. To enable the Promoters for all or any of the purposes of the proposed tramways and works to purchase or acquire lands and houses by agreement and to take easements over lands and houses and to erect and hold offices buildings and other conveniences.

15. To empower the Promoters from time to

time to make and maintain alter and remove such crossings passing places sidings junctions curves turn-outs 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 providing access to any stables or carriage houses works or buildings of the Promoters.

16. To enable the Promoters to levy tolls rates and charges for the use of the proposed tramways by carriages or waggons passing along the same and for the conveyance of passengers and the carriage of goods animals minerals merchandise and other traffic upon the same and to confer vary or extinguish exemptions from the payment of such tolls rates and charges.

17. To enable the Promoters and any county council local authority company body or person to enter into contracts or agreements with respect to all or any of the purposes of the Provisional Order or the laying down maintaining renewing repairing deviating working and using the proposed tramways or any of them and the rails plates sleepers and works connected therewith and for facilitating the passage of carriages and traffic over or along the same or any part thereof and to confirm any agreements entered into or to be entered into with any such county council local authority company body or person.

18. To authorise the Promoters and all persons corporations and companies lawfully using the intended tramways or any of them to work and use such tramways or any of them for the purposes of traffic of every description or for the purposes of such traffic as may be limited by the Provisional Order and subject to such bye-laws as the Board of Trade may from time to time make by means of locomotive steam electric or other engines or other mechanical electrical or other motive power in addition to or in substitution for animal power and to hold and acquire patent and other rights or licences to use patent rights in relation to any such locomotive or other power as aforesaid.

19. To incorporate extend apply and repeal amend alter or extend all or some of the provisions of all or some of the following among other Acts (that is to say) the Tramways Act 1870 the Locomotive Act 1861 and the Locomotive Act 1865 and the Highways and Locomotives Amendment Act 1878 and any Act amending the said Acts or any of them so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon and any other Act of Parliament which may in any wise affect such tramways engines or carriages.

20. To sanction and confirm and give effect to any contracts or agreements made or to be hereafter made for any of the above-mentioned purposes.

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

And notice is also given that duplicate plans and sections of the proposed tramways and works and a copy of this notice as published in the London Gazette will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Somerset at his office at Frome in that county and on or before the same day a

copy of so much of the said plans and sections as relates to each of the districts parishes townships places or extra-parochial places from in through or into which the proposed tramways and works will be made or pass together with a copy of this notice will be deposited for public inspection at the office of the local authority of each district and with the parish clerk of each such parish at his place of abode and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

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 furnished at the price of one shilling for each copy to all persons applying for the same at the 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 intended application for a Provisional Order may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January 1892 and copies of the objections must at the same time be sent to the undersigned Parliamentary Agents 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 14th day of November 1891.

EDWARD B. TITLEY Bath Solicitor.

HARGREAVES and Co. Palace Chambers  
9 Bridge Street Westminster Parliamentary Agents.

In Parliament.—Session 1892.

Lostwithiel and Fowey Railway.

(Construction of Short Junction Railway on Mixed Gauge or on Narrow Gauge; Removal and Re-construction of Jetties, New Jetties, and Wharves; Additional Lands; Tolls, &c.; Power to Raise Additional Capital; Power to Great Western Railway Company and the Cornwall Minerals Railway Company, or Either of Them, to Acquire, or Lease, or Subscribe to the Undertaking of the Company; Working and Traffic Agreements with those Companies, or Either of Them; Power to Make Agreements with Fowey Harbour Commissioners; Amendment or Repeal of Acts.)

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

To empower the Lostwithiel and Fowey Railway Company (in this notice called "the Company") to make and maintain the short junction railway, hereinafter described, with all proper junctions, stations, approaches, works, and conveniences connected therewith (that is to say):

A railway, commencing in the parish of Llanlivery, in the county of Cornwall, by a junction with the Great Western Railway (Cornwall Railway), at the east side of the bridge carrying that railway over the road numbered 2172 and 2187 in the said parish, on the Ordnance map of the county of Cornwall (scale  $\frac{1}{25000}$ ), and terminating in the parish of St. Sampson, in the said county, by a junction with the Lostwithiel and Fowey

Railway 350 yards, or thereabouts, measured in a southerly direction along that railway from the distance mile post indicating 279 miles from London.

To empower to Company to construct the said railway on a mixed gauge of 7 feet, and of 4 feet  $8\frac{1}{2}$  inches, or on the narrow gauge of 4 feet  $8\frac{3}{4}$  inches.

To empower the Company to remove the existing jetties on the bed and foreshore of the river Fowey, at or near the termination of the Company's railway at Upper Carne Point, and to make and maintain the jetties and wharf, hereinafter described, with all proper dolphins, hoists, cranes, drops, staiths, moorings, and other works and conveniences connected therewith (that is to say):

A jetty (No. 1) commencing on the north side of the Lostwithiel and Fowey Railway, at or near the turntable, situate at a distance of 172 yards, or thereabouts, measured along that railway, from the termination thereof, at Upper Carne Point, and terminating in the river Fowey, at a distance of 47 yards, or thereabouts, from the said turntable, measured at right angles to that railway.

A jetty (No. 2) commencing on the north-easterly side of the Lostwithiel and Fowey Railway, at a distance of 290 yards, or thereabouts, measured along that railway from the termination thereof, and terminating in the river Fowey, at a distance of 41 yards, or thereabouts, from the point of commencement of the said jetty (No. 2) measured at right angles to that railway.

A jetty (No. 3) commencing on the north-easterly side of the Lostwithiel and Fowey Railway, at a distance of 405 yards, or thereabouts, measured along that railway from the termination thereof, and terminating in the river Fowey, at a distance of 33 yards, or thereabouts, from the point of commencement of the said jetty (No. 3), measured at right angles to that railway.

A river wall or wharf on the south bank of the river Fowey, commencing on the east side of the existing jetty, 170 yards, or thereabouts, measured along the Lostwithiel and Fowey Railway, from its termination at Upper Carne Point, and terminating at a point 25 yards, or thereabouts, measured in a south-easterly direction from the termination of that railway.

Such jetties and wharf will be wholly situate in the parish of Fowey and county of Cornwall.

To empower the Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all roads, highways, bridges, footpaths, ways and rights of way, railways, and tramways which it may be necessary to cross, stop up, interfere with, alter, or divert for the purposes of the intended railway, jetties, wharf, and works.

To empower the Company to purchase, by compulsion or agreement, lands, and buildings, in the parishes aforesaid, for the purposes of the intended railway, jetties, wharf, and works, and for the general purposes of their undertaking, certain lands in the county of Cornwall, viz., lands in the parish of Fowey, adjoining the Lostwithiel and Fowey Railway on the west and south sides thereof, between points 70 yards and 600 yards, or thereabouts, measured respectively along that railway from its termination at Upper Carne Point and certain lands in the parishes of Lostwithiel, Lanlivery, and St. Winnow, or some or one of them adjoining the

Lostwithiel and Fowey Railway on the east side thereof, between the termination of that railway at Lostwithiel and the bridge carrying that railway over the river Fowey.

To alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, which would in any manner impede or interfere with the construction, maintenance, or use of the intended railway, jetties, wharf, and works, or with the objects of the intended Act, and to confer other rights and privileges.

To empower the Company to levy tolls, rates, and duties upon, or in respect of, the said intended railway, jetties, wharf, and works, to vary and alter existing tolls, rates, and duties, and to confer, vary, or extinguish, exemptions from the payment of tolls, rates, and duties.

To authorise the Company to sell or lease, and the Great Western Railway Company (in this notice called the Great Western Company), and the Cornwall Minerals Railway Company (in this notice called the Minerals Company), or either of them, to purchase the undertaking of the Company, or to lease or to subscribe to the undertaking of the Company on such terms as may be agreed on, or as may be provided by the intended Act, and to apply their funds or to raise additional capital for that purpose.

To authorise the Company and the Great Western Company and the Minerals Company, or either of them, to make and enter into new working and traffic agreements and arrangements, and to alter, vary or amend existing agreements.

To empower the Company and the Fowey Harbour Commissioners to make and carry into effect agreements as to the construction, provision, and maintenance of moorings, buoys, dolphins, and other works and conveniences in connection with the undertaking.

To empower the Company for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preferential dividend or other rights and privileges attached thereto, and by the creation and issue of debentures, debenture stock, preferential or otherwise, and by borrowing or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or which they are authorised to raise, and also to make such provisions for the re-arrangement, modification, and application of the loan and share capital of the Company, and the rights and interests of the creditors and shareholders therein as the intended Act may define.

To alter, amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal) (that is to say) the Lostwithiel and Fowey Railway Act, 1862, and all other Acts relating to the Company, 5 and 6, William IV., cap. 107, and all other Acts relating to the Great Western Company, 36 and 37 Vic., cap. 162, and all other Acts relating to the Minerals Company, the Fowey Harbour Order, 1869, and any other Acts or Orders relating to the Fowey Harbour Commissioners.

And notice is hereby further given, that maps, plans, and sections of the intended railway jetties, wharf and works, with books of reference to those plans containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers, of the lands, houses, and other property intended to be taken, for the purposes of the intended Act; and a copy of this notice, as

published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, and with the parish clerks of the parishes of Fowey, Lanlivery, Lostwithiel, St. Winnow, and St. Sampson, at their respective places of abode.

And notice is hereby further given, that printed copies of the Bill for the intended Act, will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1891.

HARGROVE and Co., 16, Victoria-street,  
Westminster, Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-  
street, Westminster, Parliamentary  
Agents.

In Parliament—Session 1892.

Milford Docks.

(Amendment of Acts relating to Milford Docks Company; Alteration of Rights as to Payment and Recovery of Interest and Arrears of Interest of Holders of Debenture Stocks in Capital of Company; Calling in and Re-issue of such Stocks, and Reductions of Interest thereon; Nullifying Legal Proceedings in reference to such Interest; Provisions as to Issue of Unissued Debenture Stock A of Company; Re-arrangement, &c., of Capital; Application of Railway Companies Act, 1867; Redemption of Debenture Stock A; Substitution of new Stocks or Certificates for Existing Debenture Stocks and Certificates thereof; Payment of Arrears of Interest on Debenture Stocks in Debenture Stock; Transfer or Lease of Undertaking; Amendment or Repeal of Acts, &c., &c.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Milford Docks Company (hereinafter called "the Company"), for leave to bring in a Bill (to which the consent of the majority of the holders of Milford Docks Debenture Stock A, and Milford Docks Debenture Stock B, so far as they are respectively affected thereby, will be required) for the purposes following, or some of them (that is to say):—

To alter and amend the provisions of the Milford Docks Act, 1883, the Milford Docks Act, 1888, and the Milford Docks Act, 1890 (including the provisions of any Act or Acts or portions of any Act or Acts incorporated with any of those Acts respectively so far as applicable to the Company), and to make provision for the variation and alteration of the rights of the holders of Milford Docks Debenture Stock A and Milford Docks Debenture Stock B, or either of them, in respect to the payment and recovery of interest on those stocks due and to become due, and the means of enforcing such payment, and to provide for the payment of such interest, and of all arrears thereof for the time being only out of the net profits of the Company, and in so far as such profits shall suffice for that purpose, and if and so far as may be necessary to repeal any of the provisions of the aforesaid Acts or any of them, and especially, but not exclusively, those relating to the recovery and means of enforcing the payment of interest on such Debenture Stocks, and to call in and re-issue with altered rights as aforesaid all or any portion of such Debenture Stocks or either of them.

To stay and nullify any proceedings that may

be taken in respect of any interest on such Debenture Stocks or either of them which may have accrued, or may accrue, due prior to the Bill coming into operation.

To provide for the issue of any Milford Docks Debenture Stock A, already created, but not yet issued with such preference or priority, and other rights as regards the payment of interest as the then existing holders of Debenture Stock A may decide.

To alter, define, declare and re-arrange the share and loan capital of the Company, and to alter, and reduce the existing rate of interest on the Debenture Stocks of the Company or either of them, or to provide for such alteration, definition, reduction, and re-arrangement respectively, and for the making of schemes for that purpose, and if thought fit, to extend and apply to the Company and to their undertaking the provisions of the Railway Companies Act, 1867, with or without amendment or alteration.

To enable the Company to redeem the Debenture Stock A either by agreement with the holders thereof, or otherwise, at such periods on such terms and conditions as the Bill may define.

To provide, if found necessary or convenient, for the substitution for the Milford Docks Debenture Stock A and the Milford Docks Debenture Stock B, or either of them, or any portion or portions thereof respectively, or for any certificates of such Stocks respectively, or either of them, of new Debenture Stock or new Debenture Stocks entitled to interest payable only out of profits in manner aforesaid, or with such other rights as to payment of interest as the Bill may define, or of new certificates or altered certificates as the case may be, and to require the holders of the said Debenture Stock A and Debenture Stock B respectively to accept such new Debenture Stock or Debenture Stocks in lieu or in redemption thereof, and in payment of any interest or arrears of interest due or to become due on such Debenture Stocks, or as the case may be, to accept such new or altered certificates in lieu of their existing certificates, and to surrender their existing stock certificates and to make all such provisions as may be necessary or convenient for effecting such substitution, redemption and alteration, and if found expedient, to suspend the payment of interest on any Debenture Stock until the certificate thereof has been surrendered to the Company, and to enable the Company or the board of directors of the Company to create and issue for that purpose, or for the purpose of satisfying any present or future claims against the Company, one or more classes of new Debenture Stock having the same or such other rights and priorities as the Bill may define, and to empower the Company to apply such stocks or the proceeds thereof for the aforesaid purposes or any of them.

To sanction and require the acceptance by the holders of Milford Docks Debenture Stock A and Milford Docks Debenture Stock B of Debenture Stock of such class as the Bill may define, in discharge of any interest or arrears of interest due or to become due.

To authorise and empower the Company to lease, either in perpetuity or for a limited period, or to sell and transfer to any railway or other company or companies, corporation, body, or person (hereinafter called "the Transferees") their Undertaking or any part or parts thereof, and all docks, railways, works, lands, property, estate (real and personal), plant, rights, powers,

and privileges connected therewith, and to authorise the Transferees to take such lease or leases, and to make such purchase and accept such transfer, and upon such terms and conditions and for such considerations as may be agreed upon or may be prescribed in or authorised by the Bill, and to confer all necessary powers in that behalf upon the Transferees.

To make provision for and as to the payment and distribution and application of the purchase-money, or consideration for, or in respect of such lease, sale, or transfer, and for the substitution of stock of any company, corporation, or body so leasing or purchasing the Company's Undertaking, or of other securities for stock or share or Debenture Stock of the Company, and to make such other provisions as may be necessary for giving effect to such lease, sale, or transfer.

To sanction, confirm, and give effect to any contract, agreement, or arrangement which may be made between the Company and any such other company, corporation, body or person in reference to all or any of the matters aforesaid.

And the Bill will vary or extinguish all or any rights or privileges which would interfere or be inconsistent with its objects or provisions, and will confer other rights and privileges, and will, so far as may be necessary or expedient, amend or repeal the provisions or some of the provisions of the Milford Docks Act, 1874, and any other Act or Acts relating to the Company or their Undertaking.

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

Dated this 17th day of November, 1891.

TRINDER and CAPRON, 47, Cornhill, E.C.,  
Solicitors for the Bill.

REES and FRERE, 13, Great George-  
street, Westminster, S.W., Parliamen-  
tary Agents.

In Parliament.—Session 1892.

Barrow-in-Furness Corporation Water.

(Further Water Supply from Poaka Beck and Rathmoss Beck, in Lancashire; Construction of Reservoirs, Aqueducts, and other works; Diversion of Streams; Compulsory Purchase of Lands and Easements; Special Provision as to Surplus Lands and Mines; Laying down of Mains and breaking up, stopping up, and diversion of Roads; Prevention of fouling of Streams; Borrowing of Money; Increase and alteration of Rates, Rents, and Charges; Repeal, amendment, and alteration of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the borough of Barrow-in-Furness, in the county of Lancaster (hereinafter called the Corporation), for an Act for all or some of the following purposes or objects (that is to say):—

To authorise the Corporation to make and maintain the waterworks and other works and conveniences following, or some of them (that is to say):—

- (1.) A reservoir (to be called the Harlock Reservoir), to be situate partly in the township and parish of Pennington and partly in the township of Above Town in the parish of Dalton-in-Furness, to be formed by means of an embankment 312 yards in length, crossing the Poaka Beck at a point thereon 140 yards or thereabouts, measured in a northerly direction, from the most

northern portion of the farmhouse and buildings known as Ewe Dale, otherwise Oudale, and extending from the said embankment up the said Beck to a point thereon 770 yards or thereabouts, measured in a straight line and in a northerly direction from the point at which the intended embankment will cross the said Beck.

- (2.) An aqueduct conduit or line of pipes commencing in the township and parish of Pennington from and out of the stream or beck called Rathmoss-beck, at a point 13 yards or thereabouts south of the centre of Rathmoss-bridge, and terminating in the township of Above Town and parish of Dalton-in-Furness, in a certain cut or watercourse made or improved by the Corporation and used for conveying water to their Poaka Beck reservoir at a point on such cut or watercourse, 330 yards or thereabouts, measured in a southerly direction from the most southern corner of the farmhouse known as Harlock, which aqueduct, conduit, or line of pipes will be situate within the township and parish of Pennington and township of Above Town and parish of Dalton-in-Furness.

- (3.) A conduit or line of pipes commencing in the township and parish of Pennington, in and on the northern side of the intended Harlock reservoir, and terminating in the same township and parish by a junction with the Corporation's 15-inch water main, from the Poaka Beck reservoir, at or near the foot of the southern slope of the embankment of that reservoir, and 51 yards east of the Poaka Beck, which said conduit or line of pipes will be situate in the township and parish of Pennington, the township of Above Town and parish of Dalton-in-Furness.

- (4.) A service reservoir (to be called the Holebeck Reservoir), to be situate wholly within the borough and parish of Barrow-in-Furness, in a certain field lying between the Furness Railway and Holebeck Farmhouse, such field being numbered 285 on the 1-2,500th ordnance map of the said parish.

- (5.) A conduit or line of pipes, situate wholly in the borough and parish of Barrow-in-Furness, commencing by a junction with the existing 15-inch water main of the Corporation lying on the Furness Railway, at a point on the said railway 80 yards or thereabouts, measured in a north-westerly direction from the north-west corner of the house known as Croft House, in the occupation of Mr. William Boulton, and terminating in and on the northern side of the intended Holebeck reservoir.

- (6.) A conduit or line of pipes situate wholly in the borough and parish of Barrow-in-Furness, commencing in and on the west side of the intended Holebeck reservoir, and terminating by a junction with the last-mentioned 15-inch water main at a point on the Furness Railway, 77 yards or thereabouts, measured in a north-westerly direction from the north-west corner of Croft House.

Together with all necessary or proper embankments, dams, bywashes, culverts, channels, cuts, shafts, bridges, communications, roads, approaches, drains, outfalls, overflows, sluices, filter beds, engines, pumps, conduits, catchwaters, weirs, tanks, pipes, trenches, syphons, tunnels, gauges, valves, valve towers, and other

apparatus and conveniences in the townships, parishes, and places hereinbefore mentioned in connection with the hereinbefore mentioned works, or any of them, or necessary or proper for inspecting, maintaining, repairing, cleaning, and managing the same.

All the intended works will be wholly situate in the County Palatine of Lancaster.

To empower the Corporation to take and divert into the intended waterworks or into their existing waterworks, and to use and appropriate the waters of the several streams called Poaka Beck and Rathmoss Beck, and their tributaries, and any other springs, streams, and waters in the line of or which will or can be intercepted by the proposed waterworks, or which may be found in, upon, or under any lands to be acquired or held by the Corporation under the powers of the intended Act, which waters so to be extracted either directly or derivatively flow into Butts Beck, Breast Mill Beck, Abbey Beck, Mill Beck, Pennington Beck, Levy Beck, Dragley Beck, Carter Pool, and Morecambe Bay, and now partly supply the Poaka Beck reservoir, the Pennington reservoir, and other waterworks belonging to the Corporation.

To empower the Corporation, for the purposes of the intended works and Act, to purchase or acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings, in the townships, parishes, and county aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands, houses, or buildings in the said townships, parishes, and county.

To empower the Corporation to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans and sections to be deposited as hereinafter mentioned, or to be mentioned in the intended Act.

To authorise the Corporation to hold any lands which they may acquire under the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

To authorise the Corporation to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over public highways, streets, roads, streams, paths, railways, and tramways, and for the purposes of the intended Act to break up, cross, alter, divert, stop up, either temporarily or permanently, and interfere with any roads, streets, highways, footpaths, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, watercourses, pipes, telegraph and telephone wires, and pipes within the townships, parishes, and county aforesaid, and to appropriate the soil and surface of any streets, roads, highways, and footpaths so stopped by or disused.

To make provision for preventing the fouling of the waters of any stream flowing into or communicating with any of the existing or intended reservoirs, aqueducts, or waterworks of the Corporation.

To constitute the waterworks and other works proposed to be authorised by the intended Act part of the water undertaking of the Corporation, and to extend and apply all or some of the enactments now in force in relation to the existing waterworks of the Corporation to the

waterworks and other works so proposed to be authorised.

To empower the Corporation for the execution of the works proposed to be authorised, and for other the purposes of the intended Act, to borrow money on the security of the borough fund and rate, and the undertakings, estates, rates, rents, revenues, 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 authorise the Corporation to apply any of their corporate funds or any moneys which they are now authorised to borrow to all or any of the purposes of the intended Act, and to authorise the Corporation to increase or vary existing rates, rents, and charges.

To vary and 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.

To repeal, alter or amend all or some of the provisions of the several local Acts and public Acts of a local nature following, videlicet:—

The Barrow-in-Furness Corporation Act, 1868, the Barrow-in-Furness Corporation Extension and Amendment Act, 1872, the Barrow-in-Furness Corporation Act, 1873, the Barrow-in-Furness Corporation Act, 1875, the Barrow-in-Furness Corporation Act, 1881, and all other Acts relating to the Corporation; the Local Act, 18 and 19 Vic. cap. 173, and all other Acts relating to the Furness Railway Company; the Ulverston Local Board Act, 1874, and to incorporate, with or without alteration, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Lands Clauses (Umpire) Act, 1883, the Waterworks Clauses Acts, 1847 and 1863, the Public Health Act, 1875, the Local Loans Act, 1875, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands, and any Act or Acts amending those Acts respectively.

Duplicate plans and sections of the proposed waterworks, and of the lands and other property in or through which they will be made or which may be required for the purposes of the intended Act, together with a book of reference to the plans, and a copy of the notice of the intended application to Parliament as published in full in the London Gazette, will, on or before the 30th day of November, inst., be deposited for public inspection with the Clerk of the Peace for the county of Lancaster at his office in Preston, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the intended works are intended to be made; and also a copy of the notice, as published in the London Gazette, will, on or before the 30th day of November, inst., be deposited with the parish clerk of each parish at his place of abode.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 16th day of November, 1891.

C. F. PRESTON, Town Clerk, Barrow-in-Furness.

SHARPE, PARKER, PRITCHARDS, and BARRHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Caledonian, North British, and Lanarkshire and Dumbartonshire Railway Companies.

(Dumbarton and Balloch Joint Line, &c.).

(Power to Caledonian, North British and Lanarkshire and Dumbartonshire Railway Companies to construct Railways and Road; Acquisition of Lands; Tolls; Agreements as to Railways; Transfer and Working thereof; Transfer and Vesting of North British Railway Company's line between Dumbarton and Balloch to and in the North British and Caledonian and Lanarkshire and Dumbartonshire Railway Companies jointly; Joint Committee; Tolls on Joint Line; Use of Joint Line by those Companies; Working of Joint Line by North British and Caledonian Companies; Payments and Allowances in respect of same; Acquisition of Loch Lomond Steamboats by the three Companies; and Power to North British and Caledonian Companies to work and use Steamboats on Loch Lomond; Running Powers to Caledonian Railway Company over portions of Forth and Clyde Junction Railway, and to North British Railway Company over portion of Glasgow and Paisley Joint Line; Transfer to Caledonian Railway Company and Glasgow and South Western Railway Company, or to those Companies and North British Railway Company of Powers conferred upon Clyde Navigation Trustees, with reference to Railway authorised by Clyde Navigation Act, 1891, and Agreements with reference thereto; Making and Confirmation of Agreements; Extension and Application of Working Agreements; Extension of time for completing Cathcart District Railway; Additional 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 ensuing Session, for leave to bring in a Bill (hereinafter called "the Bill") for all, or some of the following, among other purposes (that is to say):—

To empower the Caledonian Railway Company (herein called "the Caledonian Company"), the North British Railway Company (herein called "the North British Company"), and the Lanarkshire and Dumbartonshire Railway Company (herein called "the Dumbartonshire Company"), or any of them, to make and maintain the railways and road hereinafter described, or some of them, or some part or parts thereof, and all proper junctions, stations, sidings, roads, approaches, and other works and conveniences connected therewith, viz.:

(1.) A Railway (No. 1) to form a junction between the authorised Railway No. 1 of the Dumbartonshire Company and the Caledonian and Dumbartonshire Junction Railway of the North British Company at Dumbarton, commencing by a junction with the authorised Railway No. 1 of the Dumbartonshire Company at a point 56 yards or thereabout, measured in a south-westerly direction from the centre of the bridge carrying the road or highway from Dumbarton to Glasgow over Gruggie's Burn, and terminating by a junction with the said Railway of the North British Company at a point about 656 yards, measured along that Railway, in an easterly direction, from the centre of the booking office at the North British Company's present passenger station at Dumbarton.

Which intended Railway No. 1, 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 parishes of Old Kilpatrick and

Dumbarton and Royal Burgh of Dumbarton, in the county of Dumbarton.

(2.) A Railway (No. 2) to be wholly situate in the royal burgh and parish of Dumbarton, in the county of Dumbarton, commencing by a junction with the North British Company's Caledonian and Dumbartonshire Junction Railway at a point thereon, 200 yards or thereabouts, measured eastwards along the said Railway from the centre of the bridge, carrying the said Railway over College-street, Dumbarton, and terminating at a point in the yard of Messrs. Denny & Company, 130 yards or thereabouts, measured in a south-easterly direction from the east end of the viaduct, carrying the North British Company's Caledonian and Dumbartonshire Junction Railway over the River Leven.

(3.) A Railway (No. 3) to be situate in the parishes of Cardross and Dumbarton, in the county of Dumbarton, commencing in the parish of Cardross by a junction with the North British Company's Caledonian and Dumbartonshire Junction Railway, at a point on that railway, 110 yards or thereabouts, measured in a southerly direction from the centre of the bridge carrying the public road from Dumbarton to Renton over said Railway, and terminating in the parish of Dumbarton, on the north side of the towing path formed along the bank of the River Leven, at a point 110 yards or thereabouts, measured in a south-easterly direction from the south-west corner of the joiner's shed at Cordale Printworks.

(4.) A Road, to be wholly situate in the parish and royal burgh of Dumbarton, in the county of Dumbarton, commencing by a junction with High-street, Dumbarton, at a point 60 yards or thereabouts, measured in a south-westerly direction from the centre of the bridge carrying the North British Company's said Caledonian and Dumbartonshire Railway over the said street or continuation thereof, and terminating by a junction with Church-street, Dumbarton, at a point 65 yards or thereabouts, measured in a south-easterly direction from the centre of the North British Company's said Booking Office at Dumbarton Station.

To empower the Caledonian Company, the North British Company, and the Dumbartonshire Company, or any of them, to exercise in the construction of the said intended Railways and Road, all or some of the following, among other powers (that is to say):—

(a) To deviate laterally and vertically from the lines and levels of the said intended Railways, Road, and Works, as shown on the plans and sections hereinafter mentioned, to such an extent as will be defined thereon, or be prescribed by the Bill:

(b) To cross, stop up, alter, appropriate, and divert, temporarily or permanently, all streets or places, roads, foot-ways, railways, tramways, sidings, passages, sewers, drains, rivers, streams, water-courses, telegraphic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, stop up, alter, appropriate or divert, for the purpose of the intended Railways, and Road and Works connected therewith; and the Bill will or may provide that the said intended Road or any altered, diverted, or substituted portions of Road which may be constructed under the powers of the Bill shall, in all respects, form parts of or substitutes for the existing roads, and shall be maintained and managed by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

(c) To purchase, lease, feu, or otherwise acquire, by compulsion or by agreement, and to enter upon, take, and use temporarily and permanently, for the purposes of the said intended Railways and Road, and of the works connected therewith, lands, houses, and other property in the parishes before mentioned, and also rights of easement or servitude, and other rights in or over lands, houses, or other property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

(d) To levy tolls, rates, duties, and charges on, and in respect of the use of, the said intended Railways and Works connected therewith and the conveyance or accommodation of traffic thereon or thereat, and to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, duties, and charges.

To repeal, modify or alter, as respects the said intended Railways and Road, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, and other matters pertaining to the construction of a railway or road, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of buildings and manufactories, and to provide that it shall not be necessary for the Caledonian Company, the North British or the Dumbartonshire Company to purchase the whole of any house or other building or manufactory, or other premises where part only is required for the purposes of the Bill, and to confer on those Companies, or any of them, all usual and necessary powers in connection with the construction, maintenance, and use of such Railways and Road.

To empower the Caledonian Company, the North British Company, and the Dumbartonshire Company, or any of them, to enter into and carry into effect and to rescind Agreements as to the construction, maintenance, working, and use of, and as to defraying the costs of the said intended Railways and Road and Works connected therewith, and of the junctions of said Railways with the Railways of the Dumbartonshire Company and of the North British Company: and to provide, if though fit, for the transfer of the said Railway No. 1, if made by the Caledonian Company and the North British Company, or either of them, to the Dumbartonshire Company, together with all the rights, powers and obligations of the Caledonian Company or North British Company in reference thereto, or for the transfer to and vesting in the Dumbartonshire Company of all or any of the powers conferred by the Bill on the Caledonian Company or the North British Company in relation to the construction, maintenance, and use of the said Railway or the works thereof.

To provide that the said intended Railway No. 1, if made by or transferred to the Dumbartonshire Company, shall be subject in all respects to the provisions of the Agreement between the Caledonian Company and the Dumbartonshire Company, scheduled to and confirmed by the Lanarkshire and Dumbartonshire Railway Act, 1891, and shall or may be maintained, worked, and managed by the Caledonian Company, in accordance with, and as if the Railway had been originally included in that Agreement.

To transfer to and vest in, or authorise and provide for the transfer to and vesting in the Caledonian Company, the North British Company, and the Dumbartonshire Company, jointly at such period and upon such terms and condi-

tions, and on payment by the Caledonian Company and Dumbartonshire Company of such consideration as may have been or may be agreed upon between these Companies and the North British Company, or as may be prescribed or provided for by the Bill of the portion of the North British Company's Caledonian and Dumbartonshire Junction Railway, from the point hereinbefore described as the termination of the said intended Railway No. 1 at Dumbarton to Balloch (including the pier there), and all stations, branches, sidings, and conveniences connected with such portion of railway (all of which are hereinafter referred to as the Joint Line), together with all the rights, powers, and privileges of the North British Company, with reference thereto.

To make provision for the appointment and incorporation of a Joint Committee of Directors of the three Companies, or such other persons as may have been or may be agreed or be prescribed by the Bill, to work, maintain, and manage the Joint Line, and any other joint property, and for the appointment, rotation, and retirement of the chairman and members, and for the regulation of the duties and conduct of the business and affairs of the Joint Committee, and for the settlement of disputes and differences in the committee, or between the three Companies, or any of them, by arbitration or otherwise, and to confer on the Committee all or some of the powers, rights, privileges, and obligations of the three Companies in relation to the Joint Line, and any other joint property, and on them and the three Companies, or any of them, such other powers as may be necessary or expedient to give effect to the objects of the Bill.

To authorise the Caledonian Company, the North British Company, and the Dumbartonshire Company or the Joint Committee, to fix and levy tolls, rates, and charges for the use of the Joint Line, or other joint property, and the conveyance and accommodation of traffic thereon and thereat. To alter existing tolls, rates, and charges, and to confer, vary and extinguish exemptions from the payment of tolls, rates, and charges.

To provide for the use of the Joint Line or other joint property by the three Companies, and for the accounting between them for traffic, and the allowances for working expenses and other matters, and the payments (if any) for the use of the Joint Line or other joint property by these Companies, and the division of the receipts thereof between the Companies; also, for the construction, at the joint expense of the three Companies or otherwise, of sidings for the use of traders and others, and other works required for the traffic of the Joint Line.

To provide for the working of the Joint Line by the Caledonian and North British Companies only, and for the extension and application of the said Agreement between the Caledonian and Dumbartonshire Companies to the Joint Line, and the traffic worked by the Caledonian Company thereon and thereby.

To provide for the maintenance by the North British Company of the Joint Line until the same become jointly vested as aforesaid.

To authorise the three Companies jointly to purchase, acquire, use, and maintain the Loch Lomond Steamboats of the North British Steam-Packet Company (Limited), and to authorise the three Companies to provide, use, and maintain Steamboats upon Loch Lomond in connection with the Joint Line, and to make charges in respect of the use of such Steamboats, and to provide for the maintenance and management of the Steamboats by the Joint Committee.

To provide for the working of the Steamboats on Loch-Lomond by the Caledonian and North



British Companies, and for the extension and application of the Agreement between the Caledonian and Dumbartonshire Companies to them, and to the traffic worked by the Caledonian Company thereon.

To confer on the Caledonian Company full powers to run over, work, and use with their engines, carriages, wagons, officers, and servants, for traffic of every description, the Dalmonach Branch of the Forth and Clyde Junction Railway Company, and the portion of that Company's Railway between the Junction therewith of the Dalmonach Branch and the Joint Line, upon such terms and conditions, and upon payment of such tolls and rates or other payments as may be agreed upon with the consent of the Forth and Clyde Junction Railway Company, or be prescribed by the Bill; and to enable the North British Company, so far as the Caledonian Company can consent thereto, to exercise running powers, for all descriptions of traffic, over the Glasgow and Paisley Joint Line belonging to the Caledonian Company and the Glasgow and South Western Railway Company between Pollok Junction and the Junction therewith of the authorised Railway of the Trustees of the Clyde Navigation between the Joint Line and the Cessnock Docks, on payment of such tolls or rates, and on such terms as may have been, or may be agreed or be prescribed by the Bill.

To authorise the three Companies to enter into agreements and arrangements with each other with respect to any of the matters aforesaid, and to sanction and confirm, or give effect to, and make binding on the Caledonian and North British Companies an Agreement made on the 31st October, 1891, by or on behalf of the Caledonian and North British Companies in relation to those matters, or some of them, and to sanction and confirm, or give effect to, any other Agreement between the three Companies, or any of them, which has been or may be made in relation to any such matters prior to the passing of the Bill.

To provide for the transfer to and vesting in the Caledonian Company and the Glasgow and South-Western Railway Company (hereinafter called "The South-Western Company"), as owners of the Glasgow and Paisley Joint Railway, of the powers conferred upon the Trustees of the Clyde Navigation (hereinafter called "the Trustees") by the Clyde Navigation Act, 1891, for and with reference to the construction and maintenance of the Railway by that Act authorised, and the purchase of lands for the purposes thereof, and the benefit of all contracts entered into by or with the Trustees, or on their behalf, in relation to the said Railway, so that the Caledonian and South-Western Companies may be enabled to act in all respects with reference to the said Railway as fully and effectually, to all intents and purposes, as if the powers contained in the said Act had been originally conferred upon the Caledonian and South-Western Companies, and as if the said Railway had been authorised as part of their Glasgow and Paisley Joint Railway; and to empower the two Companies to levy, demand, and recover tolls, rates, and charges in respect of the said Railway, and to alter existing tolls, rates, and charges in respect thereof.

To empower the North British Company to become joint owners with the Caledonian and South-Western Companies of the said Railway, upon such terms or conditions as have been or may be agreed upon, or as may be prescribed or provided for by the intended Act, and to provide in that event for the vesting of the said Railway in the Caledonian, South-Western, and North

British Companies, and for the appointment and incorporation of a Joint Committee of the Caledonian, South-Western, and North British Companies for constructing, working, maintaining, and managing the said Railway, and for carrying into effect the purposes of the intended Act with reference thereto, and to confirm and give effect to any Agreement which may have been or may be entered into prior to the passing of the intended Act with respect to the matters aforesaid.

To extend and make applicable to the Caledonian and South-Western Companies, or to the Caledonian and South-Western Companies and the North British Company, as the case may be, the provisions contained in the Glasgow District Subway Act, 1890, in relation to the said Railway.

To empower the Caledonian and South-Western Companies, or the Caledonian and South-Western Companies and the North British Company, or the said Joint Committee for constructing, working, maintaining, and managing the said Railway authorised by the said Clyde Navigation Act, 1891, and the Trustees to enter into and carry into effect Agreements with respect to all or any of the matters aforesaid, in relation to said Railway, and to confirm and give effect to any such Agreement which may have been or may be made prior to the passing of the intended Act.

To extend the time limited by the Cathcart District Railway Act, 1887, for the completion of the Railway, in the parishes of Cathcart, Eastwood, and Govan, in the county of Renfrew, authorised by that Act.

To empower the Caledonian Company, the South-Western Company, the North British Company, and the Dumbartonshire Company to raise, by the creation and issue of new ordinary or new preference shares or stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for any of the purposes hereinbefore mentioned, and to apply to any such additional capital raised by the Caledonian Company the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890, and to any such additional capital raised by the North British Company, the provisions of the North British Railway Act, 1888, as also to empower those Companies to apply towards any of the said purposes in which they are respectively interested, any capital or funds belonging to or authorised to be raised by them respectively, which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing 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 alter, vary, amend, extend, or repeal, so far as may be necessary or desirable for any of the purposes of the Bill, the provisions, or some of them, of the local Acts hereinbefore mentioned, and of the following local Acts (that is to say):— 8 and 9 Vic., cap. 162, and any other Act relating to the Caledonian Railway Company; 18 and 19 Vic., cap. 97, and any other Act relating to the Glasgow and South-Western Railway Company; 1 Vic., cap. 117, and any other Act relating to the Glasgow and Paisley Joint Railway; 54 and 55 Vic., cap. 201, and any other Act relating to the Dumbartonshire Company; 43 and 44 Vic., cap. 209; 50 and 51 Vic., cap. 129, and any other Act relating to the Cathcart District Railway Company; 9 and 10 Vic., cap. 81; 25 and 26

Vic., cap. 135; 25 and 26 Vic., cap. 189; 28 and 29 Vic., cap. 308, and any other Act relating to the North British Company; 16 and 17 Vic., cap. 125, and 24 and 25 Vic., cap. 230, and any other Act relating to the Forth and Clyde Junction Railway Company; 21 and 22 Vic., cap. 149, and 54 Vic., cap. 38, and any other Act relating to the Clyde Navigation Trustees.

To incorporate with and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts, Amendment Act, 1860; the Railways Clauses Consolidation (Scotland) Act, 1845, and the Railways Clauses Act, 1863; the Harbours, Docks, and Piers Clauses Act, 1847, and any Acts amending any of the said Acts.

Plans describing the lines and situation of the said intended railways and road, and the lands, houses, and other property which will or 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 road, together with books of reference to the said 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 line of the said intended railways and road delineated thereon, so as to show their general course and direction; and copies of this notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited, for public inspection, in the office at Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; and copies of so much of the said plans, sections, and books of reference as relate to the parishes in or through which the said intended Railways and Road are intended to be made, or lands taken, and to the Royal Burgh of Dumbarton, with copies of this notice, will, on or before the said 30th day of November, be deposited, as respects each such parish, with the Session-Clerk thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode, and as respects the said Royal Burgh, with the Town-Clerk of that Burgh, at his office in Dumbarton.

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, 1891.

GEORGE JACKSON, 302, Buchanan-street, Glasgow.

GRAHAMES, CURREY AND SPENS, 30, Great George-street, Westminster.

WM. WHITE MILLAR, 8, George-street, Edinburgh.

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

KEYDENS, SPRANG and GERVAN, 186, West George-street, Glasgow.

MARTIN and LESLIE, 27, Abingdon-street, Westminster.

In Parliament.—Session 1892.

Mersey Railway.

(Consolidation of Share and Loan Capital; Capitalisation of Arrears of Interest; Additional Capital; Extension of Time for Redemption of First Debenture Stock, and Increase of such Stock; Contribution to Railway through Liverpool Central Station to Cheshire Lines at St. James' Station; Working and Traffic

Agreements; Alteration of Arrangements as to Park Station, Birkenhead, and of Agreements with Wirral Company; Running; Powers; Alteration of Quorum of Directors; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mersey Railway Company (hereinafter called "the Company") or the Receivers and Managers on behalf of the Company, for an Act to confer upon the Company and upon the Receivers and Managers the following, or some of the following powers (that is to say):—

To consolidate the share and loan capital of the Company into one or more classes, and to define the rights and priorities of each existing; or new or consolidated class of ordinary and preference shares and debenture stock of the Company, and to provide for the extinction of arrears of interest by capitalisation, or otherwise.

To raise additional capital by ordinary or preferential shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock, or by all or any of those methods, and to attach to the additional capital so raised such priority or preference as may be deemed desirable or expedient, or as may be provided by the intended Act, and to authorise the issue at a discount of any shares or stock so created.

To extend the time prescribed by the Mersey Railway Act, 1888, for the redemption of the Mersey Railway Redeemable First Debenture Stock, and to authorise the creation and issue of a further amount of similar stock with the same or similar priority as regards both principal and interest.

To authorise the Company on the one hand and the London and North Western Railway Company, the Great Western Railway Company, the Cheshire Lines Committee, the Wirral Railway Company, the Great Northern Railway Company, the Midland Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Lancashire and Yorkshire Railway Company, or any one or more of those Companies and Committee on the other hand, to enter into and carry into effect contracts, agreements and arrangements with respect to the working, use, management and maintenance of the railways, or some part or parts of the railways of the contracting companies or committee, the supply and maintenance of engines, rolling stock and machinery, and the employment of officers and servants for the purposes of the traffic on the railways of the contracting companies or committee; the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance; the reception, interchange, accommodation, transmission and delivery of the traffic coming from or destined for the undertakings of the contracting companies or committee, the levying, fixing, collection, division and appropriation of the tolls, rates, charges, receipts and revenues levied, taken or arising from such traffic; the annual or gross sums or consideration, and the payments, allowances, rebates and drawbacks to be paid, made, or allowed by any of the contracting companies or committee 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; and the exercise of all such powers as may be found necessary or desirable in reference to the purposes aforesaid, or any of them; and the intended Act will sanction and

confirm any such contracts, agreements or arrangements which may be made prior to the passing thereof.

To enable the Company to subscribe for and hold shares or stock in the capital authorised for the construction of the railway from the Mersey Railway, through and under the Liverpool Central Station to the junction with the railway of the Cheshire Lines Committee at St. James' Station, authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Lines) Act, 1888, and the intended Act will authorise the Company to apply their corporate funds and revenue, and, if necessary, to raise further capital by the creation and issue of ordinary or preference shares or stock, or by borrowing for the purposes of such subscription.

To empower the Company to enter into and carry into effect agreements or arrangements with the Wirral Railway Company for the continuous through booking and working of the railways of that Company and of the Company, and to amend, vary or rescind any existing agreements relating to such through working, or to the joint Park Station, Birkenhead, and to substitute new or modified agreements.

To empower 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, work and use with their engines, carriages and wagons, 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, rates and charges as may be agreed upon or settled by arbitration or prescribed by the intended Act, the portions of railway and stations next hereinafter mentioned, or some part or parts thereof respectively (that is to say):—

- (a) So much of the railways of the Wirral Railway Company as is situated between the Mersey Railway at Park Station, Birkenhead, and Hoylake, New Brighton, and West Kirby respectively.
- (b) The Dock Railways of the Mersey Docks and Harbour Board at Birkenhead.
- (c) So much and such part or parts of the railways authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Lines) Act, 1888, as extend from the Mersey Railway through and under the Liverpool Central Station to the junction with the Railway of the Cheshire Lines Committee at St. James' Station.
- (d) So much of the said railway of the Cheshire Lines Committee as extends from the said junction at St. James' Station to the Garston Station of the said Committee.

Together with the use of all terminal and other stations, sidings, platforms, points, signals, telegraphs, junctions, roads, water, watering places, and water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, machinery, works and conveniences upon or connected with the aforesaid portions of railway and stations, respectively.

The intended Act will provide for the reduction or alteration of the number of directors required to form a quorum at meetings of the Board of Directors of the Company.

The intended Act will vary or extinguish all rights and privileges which would interfere with any of the objects thereof, or any such contracts, agreements or arrangements as aforesaid, and confer other rights and privileges, and will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the

Companies Clauses Acts, 1863 and 1869, and the Railways Clauses Act, 1863, and it will amend, enlarge or repeal some of the powers and provisions of the Act 7 & 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company, the Wirral Railway Amalgamation Act, 1891, and any other Act relating to the Wirral Railway Company, 5 & 6 Will. IV., cap. 107, and any other Act relating to the Great Western Railway Company, 9 & 10 Vic., cap. 71, and any other Act relating to the Great Northern Railway Company, 9 & 10 Vic., cap. 268, and any other Act relating to the Manchester, Sheffield, and Lincolnshire Railway Company, 3 & 4 Will. IV., cap. 36, and any other Act relating to the London and North Western Railway Company, 29 & 30 Vic., cap. 351, and any other Act relating to the Cheshire Lines Committee, 1 & 2 Will. IV., cap. 60, and any other Act relating to the Lancashire and Yorkshire Railway Company, 29 & 30 Vic., cap. 139, and 51 & 52 Vic., cap. 198, and any other Act relating to the Mersey Railway Company.

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 18th day of November, 1891.

GILL, ARCHER and MAPLES, 14, Cook-street, Liverpool, Solicitors.

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

Board of Trade.—Session 1892.

The Tramways Act, 1870,

Great Yarmouth Tramways.

(Application for a Provisional Order to Authorise the Construction of Tramways in the Borough of Great Yarmouth; Use of Animal or Mechanical Power other than Steam; Compulsory User of Streets, Tolls, Agreements with Street, and other Authorities.)

NOTICE is hereby given, that application is intended to be made on or before the 23rd day of December, 1891, to the Board of Trade for a provisional order (hereinafter referred to as "the Order"), by certain persons, or a Company, to be hereafter named (hereinafter called "the Promoters"), to effect the following purposes, or some of them (that is to say):

To authorise the promoters to make, form, lay down, maintain, and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):

Tramway No. 1, partly in double and partly in single line, commencing in Beaconsfield-road, 1·82 chains east from the centre of the Eastern and Midlands Railway crossing the said road, thence passing along Beaconsfield-road, Marine-parade North and Marine-parade, and terminating in Marine-parade at a point opposite to, and about 1 chain from, the entrance to Britannia Pier.

Tramway No. 1 shall be laid as a single line, except between the following points, where it shall be laid as a double line:—

- (a) In the Marine-parade North, between points respectively 1·97 chains and 5·97 chains south of the junction of Beaconsfield-road with Marine-parade North.
- (b) In the Marine-parade North, between points respectively 1 chain and 5 chains south of the junction of Cemetery-road with Marine-parade North.
- (c) In Marine-parade North and Marine-parade, between the termination of the tramway and

a point in Marine-parade North, 2·8 chains therefrom.

The total length of Tramway No. 1 will be 6 furlongs 6·3 chains, consisting of 5 furlongs 5·5 chains of single line, and 1 furlong 0·8 chain double line.

Tramway No. 2, partly in double and partly in single line, commencing in Marine-parade by a junction with Tramway No. 1, thence passing into and along Regent-street, King-street, and Regent-street, and terminating in Regent-street, at a point 0·5 chain from the junction of that street with King-street.

Tramway No. 2 shall be laid as a single line, except between the following points, where it shall be laid as a double line:—

(a) In Marine-parade and Regent-road, between the commencement of the tramway and a point in Regent-road, 3 chains from the commencement.

(b) In Regent-road, between points respectively, 0·5 chain east and 1 chain west, from the junction of Crown-road with Regent-road.

The total length of Tramway No. 2 will be 3 furlongs 5 chains, consisting of 3 furlongs 0·5 chain of single line, and 4·5 chains of double line.

Tramway No. 3, wholly in single line, commencing in Regent-street, by a junction with the termination of Tramway No. 2, thence passing along Regent-street and Hall Quay, and terminating in Hall Quay, at a point 0·5 chain, measured in a westerly direction from the north-west corner of the Townhall.

The total length of Tramway No. 3 will be 1 furlong 1·2 chains.

Tramway No. 4, partly in double and partly in single line, commencing in South Quay by a junction with the termination of Tramway No. 3, thence passing along Hall Quay, and terminating in Hall Quay, at a point 5·5 chains from the commencement of the tramway.

Tramway No. 4 shall be laid as a single line except between the following points, where it shall be laid as a double line:—

(a) In Hall Quay, between points respectively, 2 chains and 5 chains from the commencement of the tramway.

The total length of Tramway No. 4 will be 5·5 chains, containing of 2·5 chains single, and 3·0 chains double line.

Tramway No. 4A, wholly in single line, commencing in Hall Quay by a junction with Tramway No. 3, at a point about 0·76 chain from the termination thereof, and terminating in Hall Quay by a junction with Tramway No. 4, at a point 1 chain from the commencement thereof.

The total length of Tramway No. 4A will be 1 chain.

Tramway No. 5, wholly in single line, commencing in Regent-street by a junction with the termination of Tramway No. 2 and commencement of Tramway No. 3, thence passing along King-street, Market-place, Church-plain, and terminating in Church-plain, at a point 2·2 chains north of the junction of Row 20 with the Market-place.

The total length of Tramway No. 5 will be 1 furlong 7·7 chains.

Tramway No. 5A, wholly in single line, commencing in King-street by a junction with Tramway No. 2 at a point 0·5 chain south, and terminating in that street by a junction with Tramway No. 5, at a point 0·5 chain north of the junction of Regent-street with King-street.

The total length of Tramway No. 5A will be 1 chain.

Tramway No. 6, partly in double and partly in single line, commencing in Church-plain at the termination of Tramway No. 5, thence passing along Church-plain and Northgate-street, and terminating in that street at a point 0·5 chain north of the junction of Fuller's-hill with Northgate-street.

Tramway No. 6 shall be laid as a single line, except between the following points, where it shall be laid as a double line:

(a) Between the commencement of the Tramway and a point, 4 chains north therefrom.

The total length of Tramway No. 6 will be 5·7 chains, consisting of 4 chains double line and 1·7 chains single line.

Tramway No. 7, partly in double and partly in single line, commencing in Northgate-street by a junction with the termination of Tramway No. 6, thence passing along Northgate-street and Caister-road, and terminating in that road, at a point 1 chain south, from the centre line of the Eastern and Midlands Railway, crossing the Caister-road.

Tramway No. 7 shall be laid as a single line, except between the following points, where it shall be laid as a double line:

(a) In Caister-road, between points respectively, 2 chains south and 2 chains north of the junction of Ormond-road with Caister-road.

(b) In Caister-road, between points respectively 0·5 chain and 4·5 chains from the termination of the tramway.

The total length of Tramway No. 7 will be 3 furlongs 9·9 chains, consisting of 3 furlongs 1·9 chains single line, and 8 chains double line.

Tramway No. 8, wholly in single line, commencing in Caister-road by a junction with the termination of Tramway No. 7, thence crossing the single line of the Eastern and Midlands Railway in that road by a level crossing, and passing along Caister-road, Beaconsfield-road, crossing the single line of the Eastern and Midlands Railway in that road by a level crossing, and terminating in Beaconsfield-road by a junction with the commencement of Tramway No. 1.

The total length of Tramway No. 8 will be 2 furlongs 3·2 chains.

Tramway No. 9, wholly in single line, commencing in Church-plain at the termination of Tramway No. 5, and commencement of Tramway No. 6, thence passing along Church-plain and in a south-easterly direction to the eastern side of the Market-place, along the eastern side of the Market-place, into and along Theatre-plain and Regent-road, and terminating in that road by a junction with Tramway No. 2, at a point 0·5 chain west of the junction of the road leading to Theatre-plain with Regent-road.

The total length of Tramway No. 9 will be 2 furlongs.

Tramway No. 9A, wholly in single line, commencing on the eastern side of the Market-place by a junction with Tramway No. 9, at a point 2 chains south of the junction of Market-road with the eastern side of Market-place, thence passing along the south end of the Market-place, into and along King-street, and terminating in that street by a junction with Tramway No. 5, at a point 0·4 chain south of the junction of Row 60 with King-street.

The total length of Tramway No. 9A will be 2·25 chains.

Tramway No. 9B, wholly in single line, commencing in the road leading from Theatre-plain to Regent-road, by a junction with Tramway

No. 9, at a point 0·4 chain north of the junction of the road leading to Theatre-plain with Regent-road, thence passing into and terminating in Regent-road, by a junction with Tramway No. 2, at a point 0·4 chain east of the junction of the said two roads.

The total length of Tramway No. 9b will be 0·6 chain.

Tramway No. 10, partly in double and partly in single line, commencing in Hall-quay by a junction with the termination of Tramway No. 3, and commencement of Tramway No. 4, thence passing along South-quay, Southgates-road, Queen's-road, Exmouth-road, Newcastle-road, and Southgates-road, and terminating in that road at a point about 1 chain north of the junction of the road leading to Nelson's Monument, with South Denes-road.

Tramway No. 10 shall be laid as a single line, except between the following points, where it shall be laid as a double line :—

- (a) In South-quay, between points respectively 1 chain and 5 chains, south of the commencement of the tramway.
- (b) In South-quay, between the junction of Row 112 with South-quay and a point 4 chains south therefrom.
- (c) In Queen's-road, between points respectively 1 chain and 5 chains from the junction of Queen's-road with Southgates-road.
- (d) In Southgates-road, between the junction of Barrack-road with Southgates-road, and a point 3 chains south therefrom.

The total length of Tramway No. 10 will be 1 mile 1 furlong 3·25 chains, consisting of 7 furlongs 8·25 chains single line, and 1 furlong 5 chains double line.

Tramway No. 11, partly in double and partly in single line, commencing in Southgates-road, by a junction with the termination of Tramway No. 10, thence passing into a new road partially constructed, leading in a north-easterly direction across the South Denes to the Marine-parade South, and terminating in Marine-parade South at a point 2·5 chains north of the junction of the new road above-mentioned with Marine-parade South.

Tramway No. 11 shall be laid as a single line, except between the following points, where it shall be laid as a double line :—

- (a) Between a point in Marine-parade South, 0·5 chain from the termination of the tramway, and a point in the New-road across the South Denes, 5 chains from the termination of the tramway.

The total length of Tramway No. 11 will be 2 furlongs 0·5 chain, consisting of 1 furlong 6 chains single line, and 4·5 chains double line.

Tramway No. 12, commencing in Marine-parade South by a junction with the termination of Tramway No. 11, thence passing along Marine-parade, and terminating in Marine-parade by a junction with the termination of Tramway No. 1, and commencement of Tramway No. 2.

Tramway No. 12 shall be laid as a single line, except between the following points, where it shall be laid as a double line :—

- (a) In Marine-parade South and Marine-parade, between the entrance to Wellington Pier and a point 4 chains north thereof.
- (b) In Marine-parade, between points respectively 1 chain south and 3 chains north of the junction of Kent-place with Marine-parade.
- (c) In Marine-parade, between the termination of the tramway and a point 2 chains therefrom.

The total length of Tramway No. 12 will be 1 mile 1 furlong 2 chains, consisting of 1 mile 2 chains single and 1 furlong double line.

Tramway No. 12A, wholly in double line, commencing in Marine-parade by a junction with Tramway No. 12, at a point 1·5 chains from the termination thereof, and terminating in Regent-road by a junction with Tramway No. 2, at a point 1·5 chains from the commencement thereof.

The total length of Tramway No. 12A will be 1·5 chains.

It is proposed to lay the tramway hereinafter mentioned at the respective points hereinafter mentioned, so that for a distance of 30 feet, or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on one side of the road, as aftermentioned.

Tramway No. 10, in Exmouth-road, on the east side thereof, between a point 1·2 chains south of the junction of Exmouth-road with Queen's-road, and the junction of Exmouth-road with Newcastle-road.

The proposed tramways will be constructed on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

The power intended to be employed for moving carriages on the said tramways is animal or mechanical power, other than steam.

To authorise the promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, tournouts, 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 promoters.

To authorise the promoters 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 electric telegraph pipes, and apparatus within all or any of the parishes or places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, altering, and reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the Order.

To empower the promoters for all or any of the purposes of their undertaking to purchase, by 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 authorise, 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 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 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 promoters 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 or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To reserve to the promoters 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.

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 empower the promoters on the one hand, and local authorities 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, by 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 ever and along the same.

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

The intended Order will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore-mentioned; 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 be deposited for public inspection on or before the 30th day of November inst., with the Clerk of the Peace for the county of Norfolk, at his office.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice, and a published map with the line of the proposed tramways marked thereon, and a diagram, will be deposited at the office of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections will, on or before the same day, be deposited in the office of the Clerk of the Parliaments, and in the Private Bill Office, and that a copy of such plans, and a copy of this notice, will on or before the same day be deposited as follows: with the Town Clerk of the borough of Great Yarmouth, at his office at Great Yarmouth, and with the Parish Clerk of St. Nicholas, at his residence.

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 furnished at the cost of one shilling for each copy to all persons applying for the same at the office of the undersigned, John Arscott Bartrum, 11, Old Jewry Chambers, in the city of London.

Any company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Rail-

way Department of the Board of Trade, on or before the 15th day of January next ensuing, and copies of the objections must, at the same time, be sent to the promoters, addressed to the undersigned, John Arscott Bartrum, at 11, Old Jewry Chambers, London, E.C.; and in forwarding to the Board of Trade such objection, the objectors or their agents must state that a copy of the same has been sent to the promoters.

Dated this 17th day of November, 1891.

JOHN ARSCOTT BARTRUM, 11, Old Jewry Chambers, London, E.C., Solicitor for the Order.

In Parliament.—Session 1892.

Bedford and Grand Junction Canal.

(Incorporation of Company; Powers to Acquire Rights of Navigation and other Rights in the River Ouse between Earith and Bedford; to Widen, Deepen, and Improve the Waterway thereof; to Construct a Sluice thereon at or near Earith; and to Construct a Canal from at or near Bedford to Connect the said River with the Grand Junction Canal near Stony Stratford; Agreements; By-laws; Power to Lease Undertaking; Alteration of Tolls, Rates, and Charges; New Tolls, Rates, and Charges; Incorporation, Amendment, or Repeal of Acts; and Other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill") for the following purposes, or some of them, that is to say:—

1. To incorporate a Company, and to confer upon the Company so to be incorporated (hereinafter called "the Company") power to acquire all rights of navigation and other rights in the River Ouse, extending from the sluice thereon at or near Earith, in the county of Huntingdon, to the town of Bedford; and all necessary powers to make and maintain the works hereinafter described, namely:—

First.—A widening, deepening, and improvement of the said River Ouse in or near the town of Bedford, commencing at the bridge carrying High-street over the said river in the town of Bedford, and terminating at a point on the said river 30 chains or thereabouts, measuring in a south-eastwardly direction, from the eastern end of All Saints' Church, Kempston Church End, in the parish of Kempston, which widening, deepening, and improvement will be made, or pass from, in, through, or into the parishes or places following, or some or one of them, that is to say:—The parishes of St. Mary and St. Paul, in the town of Bedford, and the parishes or places of Biddenham and Kempston, all in the county of Bedford.

Second.—A sluice, or an improvement of the existing sluice, on the said River Ouse, at or near Earith, in the county of Huntingdon.

Third.—A cut or canal with locks, commencing at the point of termination of the works first above described, in the parish of Kempston, and terminating in the parish of Soulbury, in the county of Buckingham, by a junction with the Grand Junction Canal at a point thereon 4 chains or thereabouts, measuring in a south-eastwardly direction, from the bridge No. 107 on the said canal, carrying the public road between Soulbury and Great Brickhill over the said canal; which said intended cut or canal, and works connected therewith, will be made or pass from, in, through, or into the parishes, townships, or

places following, or some or one of them, that is to say:—Bedford; Kempston; Wootton, Lower Shelton, Marston-Moretaine, Cranfield, Lidlington; Ridgmont, Holcot, Husbome-Crawley, Aspley-Guise, all in the county of Bedford, and Woburn Sands, Wavendon; Bow Brickhill; Little Brickhill, Great Brickhill, and Soulbury, all in the county of Buckingham.

2. To confer on the Company, and to enable them to exercise from time to time all or any of the following, among other powers, in connection with the intended works, or any of them, that is to say:—

(a) To make and maintain all feeders, reservoirs, tanks, weirs, culverts; drains, aqueducts, engines, and other machinery, locks, lock-keepers' and collectors' houses; stop gates, flood gates, dams, bridges, bridge keepers' houses, warehouses, arches, culverts, banks, wharves, basins, docks, landing places, roads, towing paths; passages, fences, and other works and conveniences which may be necessary or convenient for, or incidental to the intended works; or any of them, and for supplying the same with water, and conveying water to, from or under the same.

(b) To deviate laterally from the lines of the intended works shown on the plans hereinafter mentioned, to such extent as will be shown on the said plans, or as may be provided by the Bill, and to deviate vertically from the levels thereof shown on the sections hereinafter mentioned.

(c) To divert into, take, or appropriate and use for the purposes of the intended works, or any of them, the waters of the Grand Junction Canal, the River Ouse, and its tributaries, the Ouse Navigation or Canal, and cuts or canals communicating therewith respectively.

(d) Temporarily or permanently to cross, divert, widen, alter, stop up, remove, or otherwise interfere with all such public and private roads, highways, byeways, footways, canals, navigations, navigable and other rivers, streams, springs, watercourses, drains, culverts, sewers, bridges, streets, railways, tramways, mains, pipes, telegraphic, telephonic, electric and other wires and apparatus, and other works, as it may be necessary or convenient to cross, divert, widen, alter, stop up, remove, or interfere with, for the purposes of the intended works or any of them, or of the Bill; and the Bill will or may provide that all altered or diverted portions of roads, rivers, canals, drains and other works which may be made under the powers of the Bill shall form respectively parts of the existing roads, rivers, canals, drains and works in lieu of or in connection with portions of which the same are respectively substituted or made, and shall be managed and maintained by the respective parties liable to manage and maintain the existing roads, rivers, canals, drains and works, or such other parties as shall be specified in the Bill, and to extinguish all rights of way or water or other rights or easements in or over, and vest in the Company any superseded portions of diverted roads, rivers, canals, drains, or other works.

(e) To purchase, take on lease, or otherwise acquire, by compulsion or agreement, lands, houses, springs, streams, waters, and other property in the townships, parishes, and places aforesaid, or any of them, and ease-

ments in or over any such lands, houses, springs, streams, waters, and other property for the purposes of the intended works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with any such lands, houses, springs, streams, waters or property.

(f) To enter upon lands near the intended works, and to take materials from such lands for any works necessary to prevent or remedy damage from floods or accidents.

(g) To make, maintain and work any bridges for carrying public or private roads across the intended works as opening bridges, under and subject to such provisions and regulations (if any) as to the maintenance and working of such bridges by or at the expense of the Company, or as may be prescribed in the Bill.

(h) To purchase compulsorily parts only of any houses, buildings or manufactories, without being required to purchase the whole, and the Bill will, or may, exempt any lands acquired for the intended works from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

3. To confer on the Company all such other powers in connection with the construction and maintenance of the intended works, or some of them, as are usually conferred on railway companies for the construction and maintenance of railways, so far as the same may be applicable, including all or any of the powers conferred by the Railways Clauses Consolidation Act, 1845, on such companies, and especially those relating to the temporary occupation of lands during the construction thereof.

4. To empower the Company to alter and revise, or to provide for the alteration and revision of, the tolls, rates, and charges now leviable on, or in respect of the existing River Ouse Navigation, and to levy and recover new tolls, rates, and charges for and in respect of the use of the said Navigation and of the intended works, or any of them, or any part thereof, and the conveyance of traffic thereon, and for wharfage and the use of warehouses, cranes, plant, and other machinery and appliances; to compound for the payment of any such tolls, rates, or charges, and to confer, vary, or extinguish exemptions from payment of any such tolls, rates, and charges, and to grant leases of or to make arrangements for the use of any warehouses, buildings, works, machinery, and conveniences connected with the said Navigation or the intended works.

5. To make provisions and regulations for or in reference to the use of the said River Ouse Navigation and the intended works, or any of them, and the other works and property of the Company (all hereinafter referred to as "the Navigation"), and the protection thereof from injury or damage; the prevention and removal of obstructions to, and of nuisances upon, or in, or the deposit of dangerous goods on, or near the Navigation, and the removal and prohibition of the use of unseaworthy or unsafe vessels on the Navigation, and of sunken vessels from the same; the duty, conduct, and liability for damage or otherwise of the officers and servants, and the boatmen and other persons employed and engaged thereon, and other parties using and resorting to the same, the size, nature, measurement, registration, weighing, marking or distinguishing of boats and other vessels using or navigating upon the Navigation, and of goods, animals, and other things conveyed thereon; the loading, unloading, and removing

of goods, animals, and other things on or at the same, or any wharf, bank, landing place, or towing path thereof, the collection and payment of tolls, rates, and charges; the enforcing and recovering payment thereof; the ascertaining of the tolls, rates, and charges payable, and settling disputes in reference thereto; for preventing evasions of the payment of tolls, rates, and charges; the working and management of opening bridges across the Navigation, the closing of the Navigation, or any part thereof, for repair and cleansing; for obtaining possession of premises and property from discharged or deceased officers and servants, or such other purposes as may be necessary; and to provide for enforcing any such provisions or regulations, and for recovering any expenses incurred by the Company in connection with any such matters, by penalties, or by the detention and sale of vessels and goods using or found upon the Navigation and property of the Company, or otherwise as may be provided by the Bill.

6. To enable the Company from time to time to make and enforce bye-laws, rules, and regulations for or with reference to any of the matters aforesaid, and otherwise generally for the safe and convenient user of the Navigation, and to impose and recover penalties for the breach of any such bye-laws, rules, and regulations.

7. To enable the Company and the Grand Junction Canal Company from time to time to enter into and carry into effect agreements with each other with respect to the construction and maintenance of the intended works, or any of them, so far as forming a junction with or in any way affecting the Grand Junction Canal, and with respect to the working of the navigation and matters relating thereto, the interchange, accommodation, and conveyance of traffic coming from or destined for the Navigation, or the respective undertakings of the contracting parties, the payment of drawbacks or rebates on, and the division and appropriation of the revenue arising from that traffic, and to confirm or give effect to any such agreements already made, or which may be made prior to the passing of the Bill.

8. To authorise the Company to sell or lease their undertaking, in whole or in part, to any Company or persons, and to empower such Company or persons to purchase, or take on lease, the same, on such terms as may be agreed upon, or as may be provided by the Bill, and to enter into agreements as to the same.

9. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer upon the Company all such powers, rights, and privileges, as may be necessary for carrying such objects into effect.

10. To incorporate with or make applicable to the Bill, subject to such modifications and exemptions as the Bill may provide, 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, the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, and any Acts amending any of the said Acts.

11. To alter, vary, amend, extend, or repeal, so far as may be necessary or desirable for the purposes of the Bill, the provisions, or some of them, of the following Acts relating inter alia to the River Ouse Navigation, namely, 16 and 17 Charles II., 24 and 6 George I., cap. 29, and the following Acts relating to the Grand Junction Canal Company and their undertaking, namely, the Local Acts 33 George III., cap. 80; 34

George III., cap. 24; 35 George III., caps. 8, 43, and 85; 36 George III., cap. 25; 38 George III., cap. 33; 41 George III., cap. 71; 43 George III., cap. 8; 45 George III., cap. 68; 52 George III., cap. 140; 58 George III., cap. 16; 59 George III., cap. 111; 7 George IV., cap. 140; and any other Act relating to the River Ouse Navigation and the Grand Junction Canal.

12. And notice is also given, that on or before the 30th day of November instant, plans of the works proposed to be authorised by the Bill, showing the lines or situation thereof, and the lands, houses, and other property in or through which the same are to be made, and which may be taken for the purposes of the Bill, and sections of the said works, showing the levels thereof, with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, and a copy of this notice as published in the London Gazette, will be deposited for public inspection respectively with the Clerk of the Peace for the county of Bedford, at his office at Bedford, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury; 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 said works are intended to be made, or in which any lands, houses, and other property intended to be taken are situate, together with a copy of this notice, will be deposited in the case of each such parish, with the parish clerk thereof, at his residence.

13. 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, 1891.

LIMBREY, HIGGS & MOORE, 43, Finsbury-square, London, Solicitors for the Bill.

LOCH & GOODHART, 11, Great George-street, Westminster, Parliamentary Agents.

#### Board of Trade.—Session 1892.

South Normanton, Blackwell, and Hucknall-under-Huthwaite Gas.

(Application to the Board of Trade, by the South Normanton, Blackwell, and Hucknall-under-Huthwaite Gas Company, Limited, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order for Powers to Maintain and Continue Gasworks, and to Manufacture and Supply Gas and Residual Products within the Parishes of South Normanton, Blackwell, and Tibshelf, in the County of Derby, and Hucknall Huthwaite, in the County of Nottingham; Gas Meters, Fittings, &c.; Breaking Up, &c., of Streets; Patent Rights; Supply of Gas in Bulk; Rates and Charges; Capital and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the South Normanton, Blackwell, and Hucknall-under-Huthwaite Gas Company, Limited (hereinafter called "the Company"), on or before the 23rd day of December next, for a Provisional Order, pursuant to "The Gas and Waterworks Facilities Act, 1870," for the following purposes, or some of them (that is to say):

1. To authorise the Company to maintain and continue, and from time to time alter, enlarge, renew, pull down, and re-erect any existing gasworks, 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 manufac-



ture of gas, and matters producible therefrom, on the following lands, viz., a piece of land now belonging to, and in the occupation of the South Normanton and Blackwell Gas and Water Company, Limited, situate in the parish of Blackwell, in the county of Derby, containing 1 acre and 3 roods, or thereabouts, upon which the gasworks of the last-named Company are erected, bounded on or towards the north by the Blackwell Branch Railway and sidings of the Midland Railway Company, and the South Normanton Pumping Station on or towards the east by land belonging, or reputed to belong, to the Duke of Devonshire, on or towards the south by the Normanton Brook, and the boundary between the parishes of Normanton and Blackwell, and on, or towards the west by the Occupation-road, known as Fordbridge-lane, leading from South Normanton to Blackwell.

2. To authorise the Company to make and store gas in and upon the said lands, and to supply and sell gas within the parish of Blackwell, and so much of the parish of South Normanton as is not included within the authorised limits of supply of the Riddings Gas Company, and so much of the parish of Tibshelf as is situate south-east of the north-west side of the road leading from Alfreton to Tibshelf to its junction with Glove's lane, and south-west of the north-east side of Glove's-lane until it arrives at the north-west side of the Tibshelf and Teversall Branch of the Midland Railway, and south and south-east of the north and north-west sides of the Tibshelf and Teversall Branch of the Midland Railway, all in the county of Derby, and also the parish of Hucknall Huthwaite, in the county of Nottingham, and to manufacture and store 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.

3. To authorise the Company, so far as may be necessary, to enable them to furnish and supply gas within the said limits, 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 limits, and remove, divert, or alter any sewers, drains, and pipes in, over, or under the same, and to lay down, extend, repair, and maintain any mains, service pipes, valves, syphons, and other works connected with or incidental to the supply of gas.

4. 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, 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 gas works or with the supply of gas for any purposes.

5. To authorise the Company to acquire and hold patent rights and licences 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.

6. To empower the Company for the general purposes of their undertaking to acquire by agreement and hold lands, easements, and property.

7. To supply gas in bulk to any local authority authorised to supply gas, or to any gas com-

pany for resale and distribution in any adjoining districts beyond the company's limits.

8. 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, stoves, engines, and other articles, apparatus, and things supplied, and work done by the Company.

9. To define and fix the amount of capital of the Company, and to provide for the increase of the capital by shares and stock, and by borrowing by debenture stock or otherwise.

10. 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.

11. To incorporate with the Provisional Order and extend and apply as well to the mains, pipes, and works already laid down or constructed within the proposed area of supply before the passing of the Act confirming the 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 Gasworks Clauses Act, 1847, and the Gasworks 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.

12. 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.

On or before the 30th day of November instant a map, showing the lands occupied by the existing gasworks, 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 with the Clerk of the Peace for the county of Derby, at his office in Derby, in that county, and with the Clerk of the Peace for the county of Nottingham, at his office at Newark, in that county, and copies of the same documents will, on or before the same day, also be deposited at the offices 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, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited may be obtained of Mr. George Lee, of Grosvenor-place, Ripley, near Derby, in the county of Derby; or of Messrs. Hargreaves and Co., of 9, Bridge-street, Westminster, S.W., respectively, at the price of one shilling each; and when the said order is made by the Board of Trade printed copies of the Order will be deposited at the before-mentioned offices of the Clerks of the Peace for the counties of Nottingham and Derby respectively, and may be obtained at the before-mentioned offices of Mr. George Lee and Messrs. Hargreaves and Co.

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 on paper of foolscap size, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., on or before the 15th day of January next ensuing; and that

copies of their objections must at the same time be sent to the said Messrs. Hargreaves and Co., the Parliamentary Agents of the promoters; and that in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been forwarded to the promoters or their agents.

Dated the 9th day of November, 1891.

HARGREAVES and Co., 9, Bridge-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session, 1892.

Sunderland and South Shields Water.  
(New Works in County of Durham; Breaking up of Roads; Power to Lay Pipes; Purchase of Lands; Houses, and Easements Compulsorily and by Agreement; Superfluous Lands; Repeal and Amendment of Acts.)

NOTICE is hereby given that the Sunderland and South Shields Water Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To authorise the Company to make and maintain, wholly in the county of Durham, the following works, or some of them, or some part or parts thereof, and to stop up or divert such roads and footpaths as are shown on the deposited plans as intended to be stopped up or diverted. The works hereinbefore referred to are the following, that is to say:—

(a) A pumping station (to be called the Farrington Pumping Station), with a main shaft or shafts, a drift or drifts, with pilot shafts, a service tank, and other works, partly in the township of East and Middle Herrington, in the parish of Houghton-le-Spring, and partly in the township of Silksworth, in the parish of Bishopwearmouth, at or in certain fields in part adjoining the plantation next hereinafter mentioned on the west side thereof, and numbered respectively 190, 191, 192, 206, and 207 on the ordnance map (on the scale of  $\frac{1}{25000}$ ) of the said parish of Houghton-le-Spring, and belonging or reputed to belong to the Right Honourable the Earl of Durham, and occupied by Mrs. Elizabeth Oswald; and at or in a plantation or wood called High Wood West, which abuts on the west side of the Hetton Coal Company's Railway, and which at its southern end adjoins the road called Ryhope-lane, which leads from Ryhope Colliery to Newbottle, and which wood is numbered 301 on the ordnance map (on the said scale of  $\frac{1}{25000}$ ) of the said parish of Bishopwearmouth, and belongs or is reputed to belong to Captain Henry John Beckwith, and is in his occupation.

(b) A line or lines of pipes, commencing in the said township of East and Middle Herrington, in the said service tank, and terminating in the said township of Silksworth, by a junction with a line of pipes authorised by the Sunderland and South Shields Water Act, 1891, at, or in a road called Silksworth-lane, leading from Sunderland to the village of Silksworth, and at a point therein 7 chains, or thereabouts, measured in a northerly direction along the said road from the south-east corner of the Chapel of Ease in the said village. This work will be made, or pass from, to, in, or into the parishes, townships, and extra-parochial, or other places of Houghton-

le-Spring, East and Middle Herrington, Bishopwearmouth, and Silksworth, or some of them.

(c) A communication road, wholly in the said township of East and Middle Herrington, commencing at the point where the Bowling-Green-bridle-road joins Ryhope-lane aforesaid, and terminating at the point where the said bridle road joins the road leading from the village of East Herrington to the village of Silksworth.

2. To enable the Company from time to time to make and maintain all such cuts, channels, aqueducts, culverts, tunnels, drifts, adits, wells, shafts, pilot shafts, bores, drains, sluices, overflows, waste-water channels, weirs, stand pipes, water towers, tanks, banks, walls, tramways, approaches, engines, machinery, electric apparatus, and appliances as may be necessary or convenient in connection with the before-mentioned works, or any of them, or for the obtaining, raising, taking, and distributing of water, and to obtain, raise, collect, impound, use and distribute any water found in, on, or under any lands for the time being belonging to the Company, or in, on, under, or over which they acquire any estate or interest.

3. To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill, or prescribed by Parliament.

4. To authorise the Company to lay down and maintain pipes, and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up and interfere permanently or temporarily with public and private streets, roads, lanes, footways, thoroughfares, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus.

5. To empower the Company for the purposes of the Bill and their undertaking, to acquire compulsorily, and by agreement, or to take on lease lands (including in that expression where used in this notice houses and buildings) and other property, and any rights and easements therein, thereunder, or thereover.

6. To authorise the Company to hold, or to sell, or dispose of any lands which they have acquired or hereafter may acquire free from the provisions of the Lands Clauses Consolidation Act, 1845, or of the existing Acts of the Company, with respect to superfluous lands, and to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

7. To enable the Company to apply their existing funds and any moneys which they have still power to raise, to the purposes or any of the purposes 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 confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will enable the Company and any local authorities, bodies, companies, or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of the Sunderland and South Shields Waterworks Act, 1852; the Sunderland and South Shields Waterworks Amendment Act, 1859; the Sunderland and South Shields Water Act, 1868; the Sunderland and South Shields Water Act, 1891; and

any other Act relating directly or indirectly to the Company.

9. The Bill will incorporate with itself, with or without variation, such of the provisions as may be thought expedient of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and also such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

Duplicate plans and sections showing the line, situation, and level of the said works, and the lands, houses, and property in or through which they will be made and a book of reference to such plans containing the names of the owners, or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and property, and a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; and on or before the same date a copy of so much of the same plans, sections, and book of reference, as relates to each parish in or through which the intended works will be made, and a copy of this notice 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 Clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 17th day of November, 1891.

W.M. MOORE, LONGDEN, and MANN, Sunderland, Solicitors.

Drson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1892.

Brynmawr and Abertillery Gas and Water.

(Power to the Brynmawr and Abertillery Gas and Water Company to construct new Waterworks in the parish of Aberystwith and County of Monmouth; To appropriate Waters, divert Streams, &c.; Compulsory purchase of Lands and Easements in Lands; Confirmation of Leases and proceedings of the Company; Extension of limits of Water supply to parish of Llanhilleth; Rates, &c.; Provisions for protection of Undertaking, and extension of powers as to Water and Gas supply; Breaking up of Streets, public and private; Regulation and confirmation of Capital, and powers to apply existing and raise additional Capital; Supply of Gas and Water in bulk, and regulation of Dividends and price of Gas and Water; Amendment of Acts, &c., &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by or on behalf of the Brynmawr and Abertillery Gas and Water Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the objects or some of the objects following (that is to say):—

To authorise the Company to make and maintain in the parish of Aberystwith, in the county of Monmouth, the waterworks following or some of them, or some part or parts thereof (that is to say):—

(a) A reservoir, to be situate on the Tillery Brook (otherwise the Afon Tilerau), to be formed by an embankment  $8\frac{1}{2}$  chains or thereabouts in length from east to west, crossing the said brook at the south-western corner of the enclosure numbered 1196 in the parish of Aberystwith, on the

Ordnance map (scale  $\frac{1}{25000}$ ); which intended reservoir will extend up the said brook for a distance of 11 chains or thereabouts, measured in a straight line in a northerly direction from the point at which the said embankment will cross the said brook as aforesaid.

(b) An aqueduct, conduit, or line of pipes No. 1, commencing at the southern end of the reservoir above described, and terminating at the filter beds and service tank hereinafter described.

(c) A service tank and filter beds on the western side of the enclosure numbered 1195 in the said parish on the Ordnance map (scale  $\frac{1}{25000}$ ).

(d) An aqueduct, conduit, or line of pipes No. 2, commencing in the service tank above described, and terminating by a junction with the Company's existing water main at a point on the public road opposite the north-eastern corner of the enclosure numbered 1491 in the said parish on the Ordnance map (scale  $\frac{1}{25000}$ ).

Together with all proper and necessary embankments, filter beds, softening tanks, dams, gauges, drains, sluices, catchpits, conduits, culverts, channels, cuts, adits, byewashes, roads, approaches, apparatus, engines, pumps, machinery, works and conveniences connected with the proposed works, or any of them, or incidental thereto, or necessary or convenient for the obtaining, collecting, storing, inspecting, maintaining, filtering, cleansing, repairing, conducting, distributing, or managing the waterworks and water supply of the Company.

To authorise the Company to deviate from the lines and levels of the intended works as shown upon the plans and sections hereinafter mentioned to such extent as may be prescribed by the Bill, and to incorporate with the Bill the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

To enable the Company to collect, impound, take, use, divert, and appropriate for the purposes of their undertaking all such streams, springs, and waters as will or may be intercepted by the proposed new works or as may be or be found in, upon, or under any lands for the time being belonging or leased to the Company, or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements, rights, or privileges, and especially the brook in the parish of Aberystwith in the county of Monmouth known as the Tillery Brook (or Afon Tilerau), and the tributaries thereof, the waters of which flow directly or indirectly into the river Ebbw Fach, the river Ebbw, the Monmouthshire Canal, the Newport Old Dock, the Newport Alexandra Dock, and the feeders to those docks respectively, and the river Usk.

To empower the Company to purchase and take by compulsion or agreement, and to take leases or grants of or easements in, under, or over lands, houses, springs, streams, waters, and other hereditaments in the parish of Aberystwith aforesaid, or elsewhere within their limits for the time being for the supply of water or gas for the purposes of the intended works, or of their undertaking generally; and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams waters, and hereditaments, and will or may empower the Company to acquire compulsorily easements or wayleaves in or under lands in the said parish for the purposes of the

aqueducts, conduits, or lines of pipes above described, instead of purchasing such lands.

To authorise, sanction, confirm, and declare valid the following leases, and the acceptance thereof by the Company at and since the making of the same respectively, that is to say:—

(a) An indenture of lease dated the 29th day of September, 1880, between John Capel Hanbury of Pontypool-park in the county of Monmouth, Esquire, and the Company.

(b) An indenture of lease dated the 16th day of February, 1886, between the said John Capel Hanbury and the Company.

(c) An indenture of lease dated the 10th day September, 1889, between Leah Richards, of Castle-street, Abertillery, in the said county of Monmouth, grocer, and the Company;

and if and so far as may be necessary to confirm the construction on the lands the subject of such leases of any works which may have been or may in future be erected by the Company.

To extend the limits within which the Company are authorised to supply water, so as to include the parish of Llanhilleth, in the county of Monmouth, and to enable the Company to have and exercise within such extended limits all or some of the powers and authorities in reference to or in connection with the supply of water which the Company now have or may exercise within their existing district of water supply, or any parts thereof, and to demand, take, and levy rates, rents, and charges differentially or otherwise for, and in respect of the supply of water within such extended limits, and to confer, vary, or extinguish exemptions from the payment of any such rates, rents, and charges respectively.

To empower the Company to lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works for the distribution and supply of water to and within their extended limits of water supply, and to open, break up, cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the said extended limits as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Company for or in connection with the supply of water therein or of the Bill.

To make special provision for the protection of the waterworks property and water supply of the Company, and for defining and regulating such supply, and for preventing fouling thereof, and for imposing penalties in respect of all or any of such matters.

To make provision for securing the payment of gas and water rates and other charges made by the Company, and for the prepayment thereof in certain cases, for the representation of the Company in Bankruptcy, for the service of notices by and on the Company, for the prevention of the waste or undue consumption of gas or water, and for the registration and measuring of gas, and the testing of meters, for the payment of interest on money deposited with the Company, for the making of rebates, discounts, and allowances to consumers of gas and water, and to confer upon the Company the same powers of laying down and maintaining mains and pipes, and apparatus in streets and roads not dedicated to the public, as they from time to time possess in respect of public roads, and to authorise the Company to manufacture, supply, sell, and let stoves, ranges, engines, and apparatus for heating, cooking, ventilating or motive power, and to fix, remove, or alter the same, and do any work or services in connection

therewith, and to supply gas for the aforesaid purposes or any of them, and to make and recover charges therefor, and to take out licences to use, or to acquire patents in respect of any invention in relation to their business, and to construct and let houses, cottages, and buildings to officers and servants of the Company.

To declare, define, classify, and regulate the capital and borrowing powers of the Company, and to provide for the capitalisation of moneys expended by them on capital account out of revenue, and to sanction, confirm, and validate if and so far as may be deemed expedient the allotment, issue, or granting of any shares, stock, mortgages, or debenture stock of the Company, and to authorise the application to the purposes of the Bill, or to any of the purposes of the Company of any money which the Company are by any Act relating to them, or may be by the Bill authorised to raise, 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.

To authorise the Company to sell or let on lease, or otherwise dispose of from time to time any lands, houses, and property for the time being belonging or leased 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 extend, with or without amendment or enlargement, all or any of the provisions of the Abertillery Gas and Water Act, 1867, with respect to the supply of gas to any part of the limits of the Company for the supply of gas as defined by that Act and the Brynmawr Gas Act, 1886, and more especially the provisions of section 61 of the said Act of 1867 as to contracts for supplying gas for public purposes, and if thought fit to extend the provisions of that section to the supply of gas for domestic purposes, and to empower the Company and any Company, sanitary authority, body, or person, to enter into and carry into effect contracts, agreements, or arrangements for or with respect to the supply by the Company to any such authority, body, or person, of water in bulk or otherwise for domestic, sanitary or any other purposes, and whether within or beyond the limits of supply of the Company for the time being.

To enable the Company to regulate the dividends on their capital, and the price to be charged for gas and water.

To authorise, sanction, and confirm any agreements which may have been, or may be entered into between the Company and any other company, body, or persons touching any subject matter of this Bill.

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 Brynmawr Gas Act, 1866, and the Abertillery Gas and Water Act, 1867, and any other Act or Acts relating to the Company or their undertaking; the Abercarn and Newbridge Gas and Water Act, 1884, and any other Act or Acts relating to the Abercarn and Newbridge Gas and Water Company or their undertaking; and if and so far as may be thought expedient to extend and apply to the Company

all or any of the provisions of the Gas Works Clauses Act, 1871.

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 lines and levels thereof, the plans showing also 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 on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the said parish of Aberystroth at his residence.

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 14th day of November, 1891.

LYNE and Co., Westgate-chambers, Newport, Mon., Solicitors.

REES and FRERE, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Taff Vale Railway.

(Abandonment of Authorised Railway; Alterations of Bridges and other Works and Additional Lands; Further Capital; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Taff Vale Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:—

To provide for and authorise the abandonment of the Railway No. 2, authorised by the Taff Vale Railway Act, 1890, and to relieve the Company from all liabilities, penalties and obligations in respect of the non-completion thereof.

To empower the Company to execute the following works, and exercise the following powers, and to acquire by compulsion or agreement, and to hold the lands (in which term in this notice houses and buildings are included) hereinafter mentioned in the parishes of Llantwit Fardre and Llanwonno, in the county of Glamorgan, that is to say:—

To widen for a distance of 20 yards or thereabouts on the south-west side thereof, and 5 yards or thereabouts on the north-east side thereof, the bridge carrying the Company's main line over High-street, Pontypridd.

To widen for a distance of 7 yards or thereabouts on the eastern side thereof, and 7 yards or thereabouts on the western side thereof, the bridge carrying the Company's main line over Mill-street, Pontypridd.

To lengthen for a distance of 19 yards or thereabouts, in a westerly direction, and 7 yards, or thereabouts, in an easterly direction, the bridge which carries the public road over the Company's main line of railway at Gelliwasted.

To lengthen for a distance of 10 yards or thereabouts, in a southerly direction, and 17 yards, or thereabouts, in a northerly direction, the bridge which carries the public road over the Company's Pontypridd northern curve near Carmel Chapel.

Certain lands on the west side of and adjoining High-street, Pontypridd, and near to and on the north side of the entrance to the down platform of the Company's Pontypridd station, including a portion of the graveyard of the Sardis Chapel, Pontypridd.

Certain lands on the south-western side of, and adjoining the Company's property at Pontypridd station, and lying between the Court House, Pontypridd, and the centre of the river Rhondda.

Certain lands on the eastern side of and adjoining the Company's main line between Mill-street, Pontypridd, and the Company's Pontypridd Goods Warehouse.

Certain lands on the eastern side of and adjoining the Company's main line between the northern boundary of the Company's Pontypridd Goods Yard and the south side of Bridge-street, Pontypridd.

Certain lands on the western side of and adjoining the Company's main line, and on the northern side of and adjoining the Company's Pontypridd Northern Curve and Rhondda Fawr Branch Railway, respectively, and extending from a point opposite to the Company's Pontypridd Goods Yard to a point 240 yards, or thereabouts, measured along the said Rhondda Fawr Branch in a north-westerly direction, from the junction of the said Northern Curve with the said branch.

Certain lands on the northern side of and adjoining Mill-street, Pontypridd, and the public road leading from Mill-street to Llanwonno, and between the Viaduct carrying the Company's main line over Mill-street and their Pontypridd Northern Curve.

To empower the Company to acquire by compulsion or agreement, and to hold lands in the parishes aforesaid, in addition to the lands hereinbefore described or referred to, for the purposes of the said intended works, and for the general purposes of their undertaking, and also to acquire by compulsion or agreement, and to hold for the purposes aforesaid or any of them, the lands hereinafter described or referred to, or some of them, all in the county of Glamorgan, and to exercise the powers hereinafter mentioned (that is to say):—

In the parishes of Llandaff and Whitchurch.

Certain lands on the northern side of and adjoining the Company's main line between the junction with that main line of the Company's Roath Branch and the bridge carrying the public road between Parkfield House and Llys-tal-y-bont, over the said main line, with power to stop up and discontinue and extinguish all rights of footway in the parish of Whitchurch, across and on the level of the Company's main line and their Roath Branch respectively, within a distance of 500 yards, or thereabouts, eastward from the signal box at the junction of the said branch with the said main line.

In the parish of Whitchurch.

Certain lands on the southern side of and adjoining the Company's main line between the public road over that main line, near the Crown Hotel, and the public road over the same at Llandaff Station.

Certain lands on the northern side of and adjoining the Company's Rhondda Fawr Branch between the bridge carrying that branch over the Tymawr-road and a point 78 yards or thereabouts, measured along that branch, in a westerly direction from the Gyfeillion Colliery Upper Junction Signal Box.

Certain lands on the southern side of and

adjoining the Company's Rhondda Fawr Branch, between the Great Western Colliery Company's Gyfeillion Colliery Yard and a point on the northern side of the public road between Pontypridd and Treherbert, opposite the Bethel Chapel, Trehafod, with power to the Company to divert the said public road for a distance of 170 yards, or thereabouts, in a north-westerly direction from the Bridgend Inn, and for a distance of 90 yards, or thereabouts, in a south-easterly direction from the bridge carrying the Barry Railway over the said road.

Certain lands on the western side of and adjoining the Company's Rhondda Fach Branch, and extending for a distance of 266 yards, or thereabouts, in a north-westerly direction, and 200 yards, or thereabouts, in a south-easterly direction from the bridge carrying the public road over the said branch at Ferndale Station.

Certain lands on both sides of, and adjoining the Company's Rhondda Fach Branch between the bridge carrying the public road over that branch near Maendy House and the Company's Aber-Rhondda Colliery Signal Box.

Certain lands on the eastern side of and adjoining the Company's main line, between points respectively 150 yards and 440 yards, or thereabouts, measured along the railway in a northerly direction from the level crossing at the Berwdy Farm House.

Certain lands on the eastern side of and adjoining the Company's main line, and on the southern side of and adjoining the Company's Llancaiach Branch, between the bridge carrying the said main line over the River Clydach, near the Cwm Farm, and the bridge carrying the said branch over the River Taff.

In the Parish of Ystradyfodwg.

Certain lands on both sides of and adjoining the Company's Rhondda Fawr Branch, between the bridge carrying the sidings of the New Gymmer Colliery over the River Rhondda and the Company's Dinas Station.

Certain lands on both sides of and adjoining the Company's Rhondda Fawr Branch, extending from the junction with that branch of the Pwllyrhebog Branch to the Llwynpia Colliery.

Certain lands on the western side of and adjoining the Company's Rhondda Fawr Branch between the Company's Llwynpia station and a point 14 yards, or thereabouts, measured along the railway in a westerly direction from the bridge at Gelli, carrying the public road from Gelli to the Ystrad-Rhondda road, and known as Ty Isaf Bridge.

Certain lands on the southern side of and adjoining the Company's Rhondda Fawr Branch between the public road bridge over that branch at the Company's Ystrad Station and the Company's Treorky Station.

Certain lands on the southern side of and adjoining the Company's Rhondda Fawr Branch between the bridge carrying that branch over the River Rhondda near the Company's Bute Merthyr signal box and the Company's carriage shed at Treherbert.

In the Parishes of Aberdare and Llanwonno.

Certain lands on the northern side of and adjoining the Company's Rhondda Fach Branch, between points respectively 200 yards, or thereabouts, in an easterly direction, and 530 yards, or thereabouts, in a westerly direction, from the Company's Maerdy Junction Signal Box.

In the Parish of Merthyr Tydfil.

Certain lands on the eastern side of, and adjoining the Company's main line, and on the west

side of and adjoining the Vale of Neath Section of the Great Western Railway.

To extinguish or provide for the extinguishment of all rights of way over so much of the site of any existing road or footpath as will be stopped up or diverted under the powers of the intended Act, and over any lands proposed to be acquired under the authority of the intended Act, and to vest the site and soil thereof in the Company for the purposes of their undertaking.

To empower the Company to cross, stop up, alter, or divert, either temporarily or permanently, any railways, tramways, turnpike and other roads, streets, canals, rivers or streams, drains, sewers, pipes, and watercourses within the parishes aforesaid, which it may be necessary or convenient to cross, stop up, alter, or divert.

To make provision for the repair of any diverted road, or portion thereof, to be constructed under the authority of the intended Act, by the same persons and by the same means as other roads or highways in the parish within which such diverted road will be situate are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act.

To empower the Company to purchase a part only of any property, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Company to increase their capital and to raise a further sum of money for the purposes of the intended Act, or some of them, and for other purposes connected with their Undertaking, 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 on mortgage or bond, or by any such means, and also to apply to those purposes, or some of them, any capital or funds belonging to the Company.

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

To alter, amend, extend or repeal, so far as may be necessary for the purposes of the intended Act, some or any of the provisions of the Act (local and personal) 6 Will. IV., cap 82, and of any other Act or Acts relating to the Company.

And notice is hereby given that on or before the 30th day of November, 1891, plans and sections relating to the objects of the intended Act, and a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, 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 of the before-mentioned parishes, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of such parish at his residence.

And notice is hereby further given that, on or before the 21st day of December, 1891, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1891.

INGLEDEW, INCE & VACHELL, Cardiff,  
Solicitors for the Bill.

SHERWOOD & Co., 7, Great George Street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Llanbradach District and Aber Valley (Eglwysilan) Water.

(Incorporation of Company; Construction of Waterworks and Powers to Supply Water in counties of Glamorgan and Monmouth; Limits of Supply; Compulsory Powers to Take Lands, Springs and Streams; Diversion of Public Road; Power to Levy Rates, Rents and Charges; Special Powers for Preventing Pollution of Streams; Bye-laws and Regulations; Agreements with Local and other Authorities, Companies and Persons; Amendment of Section 5 of the Pontypridd Waterworks Act, 1864; Incorporation and Amendment of Acts, and other Provisions.)

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

1. To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to supply water for all public and private purposes to and within the parishes, townships or hamlets, and places following; or some of them, or some part or parts thereof, that is to say:—Eglwysilan, Llanvabon, Gelligaer, Bedwas, Cwm Parc, Cwm-yr-Aber, Pen-yr-heol, Energlyn, Caerphilly, Van, Pwllypant, Llanbradach, Ystrad, Hengoed, and Pengam, all in the county of Glamorgan; and Bedwas, Bedwas Upper, Bedwas Lower, Mynyddislwyn, Bedwellty, Maesycwmmwr, Fleur-de-lis and Pengam, all in the county of Monmouth.

2. To empower the Company to make and maintain in the counties of Glamorgan and Monmouth, all or any of the works hereinafter described, that is to say:—

(1.) A Reservoir (hereinafter referred to as Reservoir No. 1), on the Nant Ilan, to be wholly situate in the parish of Eglwysilan, to be formed by a dam or embankment 256 yards in length, or thereabouts, to be placed across the Nant Ilan at a point 12 chains, or thereabouts, measured in an easterly direction from the place at which the public road leading from Cwm-yr-Aber to Eglwysilan crosses the Nant Ilan, and to extend to a point on the Nant Ilan 8 chains, or thereabouts, in a south-westerly direction from the point where such embankment will cross the said Nant Ilan, and to occupy the whole or parts of the fields numbered 1204, 1205, 1206, 1208, 1209, and 1221 on the  $\frac{1}{2500}$  scale Ordnance Map of the said parish.

(2.) A tank (hereinafter referred to as Tank No. 1), to be situated in the field numbered 1204 on the said Ordnance Map in the Waun Mayo brook, at a point thereon 23 yards, or thereabouts, measured in a southerly direction from the point at which the public road leading from Cwm-yr-Aber to Eglwysilan crosses the said brook.

(3.) A tank (hereinafter referred to as Tank No. 2), to be situated in a stream in field numbered 1228 on the said Ordnance Map, at a point thereon 14 yards, or thereabouts, measured in a northerly direction from the south-west corner of the said field.

(4.) A tank (hereinafter referred to as Tank No. 3), to be situated in the field numbered 1244 on the said Ordnance Map in the Goggle Brook, at a point therein 25 yards, or thereabouts, measured in a southerly direction from the north-west corner of the said field.

(5.) A well (hereinafter referred to as Well No. 1), to be situated in the field or close of land numbered 1236 on the said Ordnance Map, at a

point therein 35 yards, or thereabouts, measured in a northerly direction from the south-east corner of the said field.

(6.) A tank (hereinafter referred to as Tank No. 4), to be situated in a field or wood called Coed-ty-n-y-parc, numbered 1238 on the said Ordnance Map, at a point in a stream 105 yards, or thereabouts, measured in a southerly direction from the north-west corner of the said field or wood.

(7.) A tank (hereinafter referred to as Tank No. 5), to be situated in the last mentioned field or wood, at a point in a stream 130 yards, or thereabouts, measured in a southerly direction from the north-west corner of the said field or wood.

(8.) A tank (hereinafter referred to as Tank No. 6), to be situated in the field numbered 1266 on the said Ordnance Map, in Nant Cwmyr, at a point thereon 45 yards, or thereabouts, measured in a north-easterly direction from the south-east corner of the said field.

(9.) A well (hereinafter referred to as Well No. 2), to be situated in the north-east corner of the field or wood, numbered 1250 on the said Ordnance Map.

(10.) A service reservoir (hereinafter referred to as Service Reservoir No. 1), to be situated in the field numbered 1251 on the said Ordnance Map, at a point therein 40 yards, or thereabouts, measured in an easterly direction from the south corner of the field numbered 1242 on the said Ordnance Map.

(11.) A conduit, aqueduct or line of pipes (hereinafter referred to as Conduit No. 1) to commence from and out of a clear water cistern to be constructed immediately below Reservoir No. 1, and to terminate in the hamlet of Energlyn, at the junction of the public roads, 8 yards, or thereabouts, measured in a southerly direction from the south corner of field numbered 1972 on the said Ordnance Map.

(12.) A conduit, aqueduct or line of pipes (hereinafter referred to as Conduit No. 2) to commence in the hamlet of Energlyn, by a junction with Conduit No. 1 at the termination thereof, and to terminate in the public road numbered 469 on the said Ordnance Map, at a point where the boundary line between the parishes of Eglwysilan and Llanvabon crosses that road.

(13.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 3), to commence from and out of Tank No. 1, and to terminate in Conduit No. 1, at a point in the road numbered 1222 on the said Ordnance Map, 44 yards, or thereabouts, measured in a westerly direction from the north-east corner of field numbered 1223 on the said map.

(14.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 3A), to commence by a junction with Conduit No. 1, at a point 3 yards, or thereabouts, measured in a south-westerly direction from the south-east corner of field numbered 1227 on the said Ordnance Map, and to terminate in Tank No. 2.

(15.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 4), to commence from; and out of Tank No. 2, and to terminate by a junction with Conduit No. 1, at a point 73 yards, or thereabouts, measured in an easterly direction from the south-west corner of field numbered 1228 on the said Ordnance Map.

(16.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 5) to commence from and out of Tank No. 3, and to terminate by a junction with Conduit No. 1, at a point 41 yards, or thereabouts, measured in a north-easterly direction from the north-west

corner of field numbered 1240 on the said Ordnance Map.

(17.) A conduit, aqueduct or line of pipes (hereinafter referred to as Conduit No. 6), to commence from and out of Well No. 1, and to terminate in Tank No. 4.

(18.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 7), to commence from and out of Tank No. 4, and to terminate in Tank No. 5.

(19.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 8), to commence from and out of Tank No. 5, and to terminate in Service Reservoir No. 1.

(20.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 9), to commence by a junction with Conduit No. 1, at a point 50 yards, or thereabouts, measured in a westerly direction from the north-east corner of a field numbered 1242 on the said Ordnance Map, and to terminate in Service Reservoir No. 1.

(21.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 10), to commence from and out of Well No. 2, and to terminate in Service Reservoir No. 1.

(22.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 11), to commence from and out of Tank No. 6, and to terminate in Service Reservoir No. 1.

(23.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 12), to commence from and out of Service Reservoir No. 1, and to terminate by a junction with Conduit No. 1, at a point 49 yards, or thereabouts, measured in a westerly direction from the north-east corner of field numbered 1242 on the said Ordnance Map.

(24.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 13), to commence in the hamlet of Energlyn by a junction with Conduit No. 1, at the junction of public roads 8 yards, or thereabouts, measured in a southerly direction from the south corner of field numbered 1972 on the said Ordnance Map, and to terminate in the town of Caerphilly, at the junction of the five public roads, opposite the east gable of the Picadilly Inn.

(25.) A well (hereinafter referred to as Well No. 3), to be situated in an enclosure numbered 695 on the said Ordnance Map, at a point 56 yards, or thereabouts, measured in a northerly direction from the north-west corner of Parc-mawr Farm House.

(26.) A reservoir (hereinafter referred to as Reservoir No. 2), to be situated wholly in the enclosure numbered 300 on the said Ordnance Map, on the Glaw Nant, to be formed by a dam or embankment 47 yards in length, to be placed across the Glaw Nant, at a point thereon, 107 yards, or thereabouts, measured in a north-easterly direction from the south corner of the field numbered 300 on the said Ordnance Map, and to extend to a point on the said Glaw Nant, 90 yards, or thereabouts, measured in a north-easterly direction from the point at which the said embankment crosses that stream.

(27.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 14), to commence from and out of a clear water cistern to be constructed immediately below Reservoir No. 2, and to terminate in the public road numbered 836 on the said Ordnance Map, at a point 40 yards, or thereabouts, measured in a southerly direction from the north-west corner of the field numbered 802 on the said Ordnance Map.

(28.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 15), to commence from and out of Well No. 3, and to terminate by a junction with Conduit No. 14 at a

point 47 yards, or thereabouts, measured in a westerly direction from the north-west corner of field numbered 802 on the said Ordnance Map.

(29.) A diversion of the existing public road (leading from Cwm-yr-Aber to Eglwysilan), to commence at a point on the said road 7 yards, or thereabouts, measured in an easterly direction from the south-west corner of the field numbered 1221 on the said Ordnance Map, and to terminate at a point on the said road 70 yards, or thereabouts, measured in a westerly direction from the south-west corner of the field numbered 1209 on the said Ordnance Map.

The said intended works hereinbefore described will be situated in the parish of Eglwysilan, in the county of Glamorgan.

(30.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 16), to commence by a junction with Conduit No. 2 at the termination thereof, and to terminate in the bed of the River Rumney, at the boundary line between the counties of Glamorgan and Monmouth, at a point 3 yards, or thereabouts, north of the north face of the Ystrad Bridge over that river, and to be situated wholly in the parish of Llanvabon, in the county of Glamorgan.

(31.) A well (hereinafter referred to as Well No. 4), in the parish of Llanvabon, in the county of Glamorgan, to be situated in a field or wood, called Coed-Craig-Haidd, and numbered 1092 on the  $\frac{1}{2500}$  scale Ordnance Map of that parish, at a point 153 yards, or thereabouts, measured in a southerly direction from the south-west corner of the field numbered 1091 on the said Ordnance Map.

(32.) A conduit, aqueduct or line of pipes (hereinafter referred to as Conduit No. 17), to commence from and out of Well No. 4, and to terminate by a junction with Conduit No. 16, at a point on the public road leading from Caerphilly to Gelligaer 15 yards, or thereabouts, measured in a northerly direction from the mile post indicating 3 miles from Caerphilly, and to be situated wholly in the parish of Llanvabon, in the county of Glamorgan.

(33.) A Reservoir (No. 3), on the Llanbradach brook, to be formed by a dam or embankment 28 yards, or thereabouts, in length, to be placed across the said brook at a point 87 yards, or thereabouts, measured in a north-easterly direction from the south-west corner of an enclosure numbered 1023 on the  $\frac{1}{2500}$  scale Ordnance Map of the parish of Llanvabon, and to extend to a point on the said brook 54 yards, or thereabouts, measured in a south-westerly direction from the point at which such embankment crosses the said brook, and to be situated wholly in the enclosure (Llanbradach Wood) numbered 1023 on the said Ordnance Map, in the parish of Llanvabon, in the county of Glamorgan.

(33A.) A catchwater drain, to commence in Llanbradach Wood, numbered 1023 on the last-mentioned Ordnance Map, at a point in a stream 150 yards, or thereabouts, measured in a south-westerly direction from the south corner of the field numbered 1024 on the said Ordnance Map, and to terminate in Reservoir No. 3; and to be situated wholly in the parish of Llanvabon, in the county of Glamorgan.

(34.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 18), to commence from and out of a clear water cistern to be constructed immediately below Reservoir No. 3, and to terminate in Conduit No. 16, at a point in the public road 6 yards, or thereabouts, measured in a westerly direction from the north-west corner of the enclosure numbered 1056 on the last-mentioned Ordnance Map, and to be



situated wholly in the parish of Llanvabon, in the county of Glamorgan.

(35.) A service reservoir (hereinafter referred to as Service Reservoir No. 2), to be situated in the township of Bedwas Upper, in the parish of Bedwas, in the county of Monmouth, in a field numbered 207 on the  $\frac{1}{2500}$  scale Ordnance Map of that parish, 112 yards, or thereabouts, measured in a westerly direction from the north-west corner of Gellydég-farm-buildings.

(36.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 19) to commence by a junction with Conduit No. 16, at the termination thereof, and to terminate in the Service Reservoir No. 2, and to be situated wholly in the township of Bedwas Upper, in the parish of Bedwas, in the county of Monmouth.

(37.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 20) to commence by a junction with Conduit No. 19, at a point in the public road, 33 yards or thereabouts, measured in a southerly direction from the south-east corner of the Angel Inn, Maesycwmmwr, and to terminate in the roadway west of and adjoining the Brecon and Merthyr Tydvil Junction Railway, at the boundary of the parishes of Bedwas and Mynyddislwyn, and to be situated wholly within the township of Bedwas Upper, in the parish of Bedwas, in the county of Monmouth.

(38.) A conduit, aqueduct, or line of pipes (hereinafter referred to as Conduit No. 21), to commence in the township of Bedwas Upper, in the parish of Bedwas, in the county of Monmouth, by a junction with Conduit No. 20 in the roadway at the junction of road numbered 6 on the said Ordnance Map of the parish of Bedwas, being 88 yards, or thereabouts, measured in a northerly direction from the south-west corner of the Angel Inn, Maesycwmmwr, and to pass thence into and terminate in the parish of Gelligaer, in the county of Glamorgan, in the roadway at a point 12 yards, or thereabouts, measured in a north-westerly direction from the centre of the bridge carrying the public road over the River Rumney near the Hengoed Gasworks.

(39.) A conduit, aqueduct, or line of pipes, No. 22, to commence in the parish of Mynyddislwyn, by a junction with Conduit No. 20, at the termination thereof, and to terminate in the parish of Gelligaer, in the public road, at a point 30 yards, or thereabouts, measured in a north-westerly direction from the bridge over the River Rumney, at Pont-aber-Pengam; and to be situated in the parishes of Mynyddislwyn and Bedwellty, in the county of Monmouth, and in the parish of Gelligaer, in the county of Glamorgan.

3. To empower the Company from time to time to make and maintain all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, bye-washes, weirs, gauges, filter beds, cisterns, wells, tanks, banks, walls, embankments, roads, approaches, engines, pumps, machinery and appliances, as may be necessary or expedient in connection with the intended works.

4. To enable the Company to collect, impound, take, use, divert and appropriate, in and for the purposes of the intended works and of their undertaking, all such streams, springs, and waters as will or may be intercepted or taken by the intended works, or as may be found in or under any of the lands, for the time being belonging to the Company or over or in respect of which they may acquire easements, and particularly the brooks or streams called Nant Ilan and Glaw Nant, and the Llanbradach Brook, and the several springs, waters, and tributaries of the said brooks or streams, and which said streams,

waters, and springs now flow directly or derivatively into the Aber Brook and the River Rumney, which last-mentioned river flows into the sea.

5. To authorise the Company to deviate from the lines and levels of the intended works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be shown on the said plans and sections, or be prescribed by the Bill.

6. To empower the Company to lay down, maintain, alter, repair, and renew mains, pipes, culverts and other works for the supply of water in the parishes, townships and places before-mentioned, and for those purposes to open, break-up, alter, divert, stop up and interfere permanently or temporarily with public and other roads, streets, lanes, highways, footways, thoroughfares, rivers, watercourses, streams, bridges, railways, tramways, sewers, drains, pipes, and telegraphic, telephonic, and electric tubes, wires and apparatus.

7. To enable the Company to purchase and take by compulsion or agreement, and to take leases of, and to hold lands, buildings, waters, easements and rights of water, and other rights, easements and hereditaments in or near the before-mentioned townships, parishes and places for the purposes of the intended works, and of the Bill, and to vary or extinguish all rights over any such lands and properties, and to sell and dispose of lands and buildings.

8. To authorise the Company to supply water by meter, and to manufacture, provide, sell let, and deal in meters and water fittings, and any apparatus used for the supply or consumption of water.

9. To empower the Company to demand and recover rates, rents and charges (differential or otherwise) for the supply of water, and for the sale, hire, or supply of water meters, fittings or other apparatus.

10. The Bill will make provision for the protection of the waterworks and sources of water supply of the Company, and for the prevention of the pollution or contamination of any streams, springs or waters forming directly or indirectly any portion of their water supply, and, if thought fit, will confer on the Company the powers of a sanitary authority in that behalf, and to make and enforce bye-laws and regulations to prevent the fouling, misuse and waste of the water supplied by the Company.

11. To enable the Company to enter into, and carry into effect, contracts and arrangements for the supply of water, in bulk or otherwise, with any County Council, Corporation, Local Board, Urban or Rural Sanitary Authority, or other Local Authority, and the trustees of any turnpike or other road, or any highway board, or surveyors of highways, and any railway company and other companies, bodies or persons, either within or beyond the limits of the Bill, and from time to time to vary, suspend or rescind any such contracts or arrangements, and to confer upon such bodies, companies and persons respectively all necessary powers for the purposes aforesaid, and to enable all or any such County Councils, Corporations, Urban or Rural Authorities, Companies and persons to borrow money, and to levy rates for those purposes.

12. The Bill will alter or repeal so much of Section 5 of the Pontypridd Waterworks Act, 1864, as authorises the Pontypridd Waterworks Company to supply water within any part of the Company's proposed limits of supply, and will vary and extinguish all existing rights and privileges which would interfere with any of the purposes thereof, and will confer upon the

Company all such other rights and privileges as may be necessary for effecting any of the purposes of the Bill, and will empower the Company and any County Council or other Local Authorities, bodies, Companies, or persons to enter into and fulfil contracts and agreements for or in relation to any of the purposes of the Bill.

13. To incorporate with the Bill, with or without variation, all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863 and 1869; 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 the temporary occupation of lands.

14. And notice is hereby further given that duplicate plans and sections showing the lines, situation and levels of the said intended works and the lands and houses which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and houses, 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, in that county; and with the Clerk of the Peace for the county of Monmouth, at his office at Usk, in that county, on or before the 30th day of November instant; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes aforesaid, in or through which the said works are intended to be made, or in which any lands intended to be taken are situated, with a copy of the said Gazette 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 parish clerk of some parish immediately adjoining thereto at his residence.

15. 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 16th day of November, 1891.

DAVID LEWIS, 3, Charles-street, Cardiff;  
Solicitor.

WALTER H. MORGAN & RHYS, Pontypridd;  
Solicitors.

DURNFORD & Co., 38, Parliament-street,  
Westminster; Parliamentary Agents.

In Parliament.—Session 1892.

London Tramways Company Limited  
(Extensions.)

(Extension of Tramways in Parishes of Camberwell and Streatham; Working by Mechanical Power; Breaking-up of Streets, &c.; Purchase of Lands, Tolls, &c.; Provisions affecting Roads; Running Powers over Tramways of London, Camberwell, and Dulwich Tramways Company, and Power to Acquire Undertaking of that Company; Power to Lease any Tramways Constructed by London County Council; Agreements with and Powers to the London County Council and the London, Camberwell, and Dulwich Tramways Company; Patent Rights; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the purposes, or some of the purposes, following (that is to say):—

To authorise the London Tramways Company

Limited (in this Notice called "the Company") to construct and maintain the street tramways hereinafter described, all in the county of London, with all necessary and proper junctions, rails, plates, sleepers, tubes, wires, cables, chains, engines, machinery, apparatus, works, and conveniences connected therewith respectively, and necessary or convenient for the working of the same by animal or mechanical power (that is to say):—

A Tramway (No. 1) commencing in Peckham-road by a junction with the existing tramway of the Company at or near the north end of Lyndhurst-road, and passing thence into and along Lyndhurst-road, Chadwick-road, and Victoria-road into and terminating in Bellenden-road by a junction with the existing tramway of the London, Camberwell, and Dulwich Tramways Company (hereinafter called "the Camberwell Company"), at the northern end of Bellenden-road.

A Tramway (No. 2). A short connecting curve (about 1 chain in length) at the junction of Adys-road Goose Green, with East Dulwich-road, commencing in Adys-road by a junction with the existing tramway of the Camberwell Company, and terminating in East Dulwich-road by a junction with the existing tramway of the same Company.

A Tramway (No. 3) commencing by a junction with the existing tramway of the Camberwell Company at or about its terminus near the north end of Peckham Rye Common, passing thence into and along and terminating in Copeland-road, at or near the junction of Brayard's-road with that road.

A Tramway (No. 3A) a junction curve (about 1 chain in length) at the junction of Brayard's-road and Copeland-road, commencing in Copeland-road by a junction with the proposed Tramway No. 3 at its termination, as hereinbefore described, and terminating in Brayard's-road by a junction with the existing tramway of the Camberwell Company.

A Tramway (No. 4) commencing in Copeland-road by a junction with the proposed Tramway No. 3 at its termination, as hereinbefore described, and passing thence in a northerly and easterly direction along Copeland-road, thence in a northerly direction into and along Albert-road, and into and along Harders-road, and terminating in Harders-road, at or about the junction of Gordon-road with Harders-road.

A Tramway (No. 4A) commencing in Harders-road by a junction with the proposed Tramway No. 4 at its termination, as hereinbefore described, and passing thence along Harders-road into and terminating in Queen's-road, Peckham, by a junction with the existing tramway of the Company, at a point 1 chain or thereabouts east of Albert-road.

A Tramway (No. 5), commencing in Gordon-road by a junction with the existing tramway of the Camberwell Company, under the bridge which carries the London, Chatham, and Dover Railway over that road, and passing thence in a northerly direction along Gordon-road into and terminating in Harders-road by a junction with the proposed Tramway No. 4 at its termination as above described.

A Tramway (No. 6), commencing in Holly-

dale-road by a junction with the existing tramway of the Camberwell Company, at its terminus near the junction of Hollydale-road with Queen's-road, Peckham, and passing thence in a northerly direction along Hollydale-road into and terminating in Queen's-road, Peckham, by a junction with the existing tramway of the Company at or about the bridge which carries the London, Brighton, and South Coast Railway over that road.

Tramways Nos. 1, 2, 3, 3A, 4, 4A, 5 and 6 will be situate wholly in the parish of Camberwell, otherwise St. Giles', Camberwell.

A Tramway, No. 7, situate wholly in Streatham-hill, commencing by a junction with the existing tramway of the Company at its termination at or about the junction of Telford Avenue with Streatham-hill, and terminating at or about the junction of Leigham-court-road West with Streatham-hill.

A Tramway, No. 8, commencing by a junction with the proposed Tramway No. 7 at its termination as above described, and passing in a southerly direction along Streatham-hill and High-road, Upper Streatham, and terminating in that road at a point about 5 chains south of Leigham-avenue.

A Tramway, No. 9, commencing by a junction with Tramway No. 8 at its termination as above described, passing thence in a southerly direction along and terminating in High-road, Upper Streatham, at or about the junction of Gleneldon-road with the said High-road.

A Tramway No. 10, commencing by a junction with Tramway No. 9 at its termination as above described, and passing thence in a southerly direction along High-road, Streatham, and terminating at Lower Streatham in the said High-road at a point about 2 chains south of Greyhound-lane.

Tramways Nos. 7, 8, 9, and 10 will be situate wholly in the parish of Streatham.

At the following places it is proposed to lay the proposed tramways, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

(A) Tramway No. 4 in Albert-road, on both sides thereof, between points respectively  $1\frac{1}{2}$  chains and  $3\frac{1}{2}$  chains north of the bridge which carries the London, Brighton and South Coast Railway over that road.

(B) Tramway No. 4A in Harders-road, on both sides thereof, between a point opposite the centre of the frontage of St. Mark's Church and a point  $3\frac{1}{2}$  chains north of such first-mentioned point.

The power intended to be used for moving carriages or trucks on the proposed tramways will be animal power, except on Tramways Nos. 7, 8, 9, and 10, on which animal or mechanical power (including cable power but not steam locomotive power) will be used, and the gauge of the proposed tramways will be 4 feet  $8\frac{1}{2}$  inches.

To authorise the Company for any of the purposes of the Bill to open and break up the surface of, and to alter, stop up, and otherwise interfere with, streets, roads, footpaths, sewers, drains, pipes, wires, tubes, and other apparatus within the parishes aforesaid, and to make provision for the maintenance and repair of the streets and roads in which the tramways are

proposed to be constructed as aforesaid or in which any tramways over which running powers will be sought by the Bill are situate.

To enable the Company for the purposes of the proposed tramways and works and of the Bill to purchase or acquire by agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Company to demand, take and recover tolls, rates and charges for the use of the proposed tramways, and of the tramways over which running powers will be sought by the Bill, or which may be leased, worked or used by the Company under the powers of the Bill, or any agreement to be made in pursuance thereof, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to alter or vary the tolls thereon respectively, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges.

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, and of the tramways over which running powers will be sought by the Bill, 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 part of the tramways, or any of them, or any tramway over which running powers will be sought by the Bill, to make in the same or any adjacent street, road or thoroughfare, in any parish mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the part of tramway so removed, or discontinued to be used, or intended so to be.

To authorise the Company to hold, acquire, and use patent and other licences relating to working tramways by cable or other mechanical power.

To empower the Company, and any company or persons for the time being working or using the tramways 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 carriages and trucks, officers and servants, and for the purposes of their traffic of every description, the tramways, or any of the tramways, of the Camberwell Company, or any part or parts of any such tramways, together with all junctions, works, and conveniences of or connected therewith, and to authorise the Company to undertake the maintenance of any tramways, or portion of the tramway or tramways so run over or used, and to apply to such maintenance any monies payable by the Company to the Camberwell Company in respect of such running over or user, or any of their funds, or to compel the Camberwell Company to maintain the same, and to apply to such maintenance any of their funds or any monies payable by the Company as aforesaid, or to make such other provision to ensure the due maintenance of any tramways, or portion of tramway or tramways,

so run over or used as may be deemed expedient.

To provide for the lease, transfer, or sale or the vesting of the undertaking or any portion of the undertaking (including all or any tramways, lands, houses, machinery, appliances, property, rights, powers, and privileges) of the Camberwell Company to and in the Company upon and subject to such terms and conditions, pecuniary or otherwise, as may have been or may be agreed upon, or as may be prescribed by or under the Bill, and whether freed or otherwise from all or any debts, contracts, or liabilities affecting the Camberwell Company or charged upon or otherwise relating to their Undertaking, and to make provision for and as to the payment, application, and distribution of the rent, purchase money or other consideration upon or in respect of any such lease, transfer, sale, or vesting, and to provide for the dissolution and winding up of the affairs of the Camberwell Company, and to authorise the Company and the Camberwell Company to enter into and carry into effect agreements with respect to any of the matters aforesaid.

To make provision for the use and disposal by the Company of any paving or road materials extracted by the Company in the construction of the proposed tramways or any of them, or in the exercise of any of the powers of the Bill.

To authorise and empower the London County Council to grant, and the Company to accept, a lease of any tramway or tramways for the time being belonging to the said County Council, or which they may by any Act to be passed in the present or any future Session of Parliament, obtain powers to construct; and to authorise the said County Council and the Company to enter into and carry into effect agreements in that behalf, and for and in respect to the working and use of any such tramway or tramways by the Company, and to confer upon the Company and the said County Council all necessary powers in reference to the leasing to, or working and user by, the Company of any such tramways.

To sanction and confirm and give effect to any agreements between the Company and the London County Council or the Camberwell Company, or any other body or person.

To incorporate in the Bill and to confer upon the Company, in connection with the tramways proposed to be authorised as aforesaid, and any works which the Company may, under the Bill, be authorised to construct, or the exercise of any of the powers of the Bill, and whether, with or without alteration, all or some of the provisions of the Tramways Act, 1870, and especially, but not exclusively, the provisions of that Act with respect to the breaking up, reinstatement and repair of streets and roads, to gas and water companies, and sewers, to the use by the Promoters of Tramways, with flange-wheeled carriages, &c., to bye-laws, and to offences, and to confer upon the Company, with respect to the tramways proposed to be authorised by or which may be acquired under the powers of the Bill, all or some of the powers, rights, and privileges which the Company now have or may exercise with respect to their authorised tramways and works.

To authorise the Company to apply their funds to the purposes of the Bill.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights 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 London Tramways Company (Limited) Purchase Act, 1873, and any other Act or Acts relating to the Company, the Peckham and East Dulwich Tramways Act, 1882, and any other Act or Acts relating to the Camberwell Company or their undertaking.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House, Clerkenwell, in that county, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the proposed tramways will be made or pass, will be deposited for public inspection as follows (that is to say):—

In the case of the parish of Streatham with the Clerk to the Board of Works for the Wandsworth District at his office at East-hill, Wandsworth, S.W.; and in the case of the parish of Camberwell, with the Vestry Clerk of that parish at his office at the Vestry Hall, Peckham-road, Camberwell, S.E.

Each such deposit 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 19th day of November, 1891.

MURRAY, HUTCHINS, and STIRLING,  
11, Birchin-lane, London, E.C.,  
Solicitors for the Bill.

REES and FRERE,  
13, Great George-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1892.

Holsworthy and Bude Railway.

(Extension of time for the completion of the Railway and Works, authorised by the Holsworthy and Bude Railway Act, 1883; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to extend the time limited by the Holsworthy and Bude Railway Acts, 1883, 1888, and 1890, for the completion of the Railway and Works described in and authorised by the Holsworthy and Bude Railway Act, 1883, and so far as may be necessary for that purpose to amend, repeal, or extend the provisions, or some of the provisions, of the said Acts, or some or one of them, and to vary or extinguish all existing rights and privileges inconsistent with, or which would or might interfere with the objects of the intended Bill, and to confer other rights and privileges.

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, 1891.

BIRCHAM and Co., 50, Old Broad Street,  
London, E.C., Solicitors and Parli-  
amentary Agents.

In Parliament.—Session 1892.

South Eastern Railway.

(New Railway, Road Diversion, and Works in counties of Kent and London; Partial abandonment of Railway authorised by Cranbrook and Paddock Wood Railway Act, 1882; Stopping up and diversion of roads and footpath in counties of London and Kent; Compulsory Purchase of Lands for works and of additional Lands in counties of London and Kent; Confirmation of Purchase of certain Lands; Tolls; Power to take part only of certain Properties; Extension of Time for Completion of Works and Purchase of Lands; Extension of Time for Sale of superfluous Lands; Further Powers as to Superannuation Fund; Bonds by Company; Amendment of South Eastern Railway Act, 1868, with reference to Savings Bank; Power to Subscribe towards or guarantee Interest upon Capital of any Pier Undertaking in the county of Kent; Additional Capital by Cranbrook Company; Power to Company to Increase Subscription to Undertakings of Cranbrook Company and Folkestone, Sandgate, and Hythe Tramways Company; Application of Funds by Company and Cranbrook Company; Additional Capital; Consolidation of Preference Stock created under South Eastern Railway Act, 1881, with South Eastern Railway (Vested Companies') Stock and other Powers with reference to conversion of Stocks of the Company; Incorporation and Amendment of Acts and other purposes.)

**A** PPLICATION is intended to be made to Parliament in the next Session for leave to bring in a Bill for the following among other purposes (that is to say):—

To authorise the South Eastern Railway Company (hereinafter called "The Company") and the Cranbrook and Paddock Wood Railway Company (hereinafter called "The Cranbrook Company"), or either of them, to make and maintain the following Railway, Road Diversion, and Works, together with all proper approaches, sidings, works and conveniences connected therewith, namely—

In the county of Kent—

(1) A railway commencing in the parish of Cranbrook at a point nine miles five furlongs five chains from the commencement of the authorised Cranbrook and Paddock Wood Railway in the field numbered 1945 on the  $\frac{1}{2500}$  Ordnance map, and passing in a southerly direction through the parishes of Cranbrook and Hawkhurst, and terminating at Gill's Green in the parish of Hawkhurst in the field numbered 189 on the  $\frac{1}{2500}$  Ordnance map at a point on the west side of the Hawkhurst road 15 yards or thereabouts measured in a northerly direction along such road from the northernmost corner of the cottage in the occupation of Benjamin Johnson.

(2) A diversion of a portion of the road in the parish of Hawkhurst, leading from the Hawkhurst and Hartley main road, past Limes Grove to Hawkhurst, such diversion commencing in and out of the said road at a point 200 yards or thereabouts, measured in a westerly direction along the said road from its junction with the Hawkhurst and Hartley main road, and terminating in the road, numbered 551 on the  $\frac{1}{2500}$  Ordnance map, at a point 18 yards or thereabouts, measured in a north-easterly direction from the point of junction of the

said road with the road numbered 171 on the said Ordnance map.

To enable the Company to execute the following works, or some part or parts thereof, and to exercise all or some of the following powers (that is to say):—

In the county of London:—

(A) To stop up and discontinue for public traffic so much of Storcks-road, in the parish of Saint Mary Magdalene, Bermondsey, as lies between Drummond-road and Clement's-road.

(B) To stop up and discontinue Clan's-place, formerly Elizabeth-place, in the said parish of Saint Mary Magdalene, Bermondsey.

(C) To stop up and discontinue for public traffic so much of Keeton's-road, in the said parish of Saint Mary Magdalene, Bermondsey, as lies between Clement's-road and Storcks-road.

In the county of Kent—

(D) To divert so much of the public footpath adjoining the Company's goods yard at East Farleigh, in the parishes of Barming and Maidstone, as lies between the commencement of the said footpath at the point where it joins the high road leading from East Farleigh to Maidstone and a point on the said footpath about 66 yards or thereabouts from its commencement, measured along the said footpath in an easterly or south-easterly direction.

To extinguish all rights of way over the said roads or parts of roads and the said footpath severally proposed to be stopped up, diverted, or discontinued as aforesaid, and to vest the site and soil thereof respectively in the Company, or in such manner as the Bill may prescribe.

To authorise the abandonment of so much of the railway authorised by the Cranbrook and Paddock Wood Railway Act, 1882, as will be rendered unnecessary by reason of the construction of the intended railway.

To deviate laterally from the lines of the railway and works proposed to be authorised by the Bill 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 cross, divert, alter, and stop up, whether temporarily or permanently, all such public carriage and other roads, highways, streets, courts, passages, footways, ways, pipes, sewers, rivers, streams, bridges, railways, tramways, and subways within the parishes aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill, and to alter and interfere with telegraph, telephone, electric, pneumatic, and other wires, mains, tubes, and apparatus.

To enable the Company or the Cranbrook Company, as the case may be, to demand and recover tolls, rates, and charges for or in respect of the use of the intended railway and works, and to confer exemptions from the payment of tolls, rates and charges, and to confer, vary and extinguish all rights and privileges, and the Bill will or may provide that the said intended railway shall be deemed to be for all purposes an integral portion of the Undertaking of the Cranbrook Company.

To empower the Company and the Cranbrook Company, or either of them, to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes hereinbefore mentioned, for the

purposes of the said intended railway and works, and to empower the Company for the purpose of extending their stations, sidings, warehouses, and wharves, depôts and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their Undertaking, in addition to the lands hereinbefore referred to, to acquire by compulsion or agreement, and to hold for the purposes aforesaid, or any of them, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):—

**In the County of Kent—**

(1) Land in the parish of Maidstone, 1 rood or thereabouts in extent, belonging or reputed to belong to Frederic Lawrence, adjacent to the East Farleigh Station on the Company's railway on the northern side thereof and adjoining on the north side the public footpath leading from East Farleigh to Maidstone.

(2) Lands in the parish of Thanington, situate on both sides of the Elham Valley Railway, and forming parts of the enclosures numbered respectively 97, 99, and 100 on the  $\frac{1}{2500}$  Ordnance map of that parish.

**In the County of London—**

(3) Land in the parish of Saint Saviour, Southwark, situate between the Company's railway and Southwark-street, and belonging to and in the occupation of Messrs. Measures Brothers.

(4) Lands in the parish of Saint Mary Magdalene, Bermondsey, belonging or reputed to belong to Messrs. Peek, Frean, and Company and others, and lying between the South Eastern Railway and Clement's-road and Drummond-road.

To sanction and confirm the acquisition by the Company of the lands next hereinafter severally described, acquired by agreement by them or on their behalf, for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, or for other purposes connected with their undertaking, and to enable them to hold and use the same for the general purposes of the Company, viz:—

**In the county of Kent—**

(1) Land and houses at Tunbridge Wells, being the houses and premises numbered 1, 2, 3, 4, 6, 7, 8, 9, 10, and 11, Poona-road, 30, 31, and 32, Tunnel-road, and 65, 67, and 69, Stanley-road.

(2) Lands situate in the parish and township of Folkestone, adjoining or near to the down side of the Company's Folkestone Junction Station, and containing one acre one rood and two perches, or thereabouts.

(3) Land situate in the parish and township of Folkestone adjoining the east side of the Company's Folkestone Harbour Branch Railway and containing 1 acre 1 rood and 13 perches.

(4) Lands and houses situate in the parish of Dartford, being Nos. 98a, 100, 102, and 104 Overy-street, and lands in the rear thereof, bounded on the north by the Company's railway, on the west by the River Darent, and on the south and east by the ditch running into the said river at or near Messrs. Seager's foundry.

(5) Lands in the parish of Saint Nicholas, Rochester, abutting on the River Medway, and known as Bath Hard Wharf, formerly in the occupation of Messrs. Cochrane and Son, and their lessees.

**In the county of London—**

(6) Lands situate in the parish of Lewisham, being houses and premises numbered 8, 9, 10, 11, 12 and 13, Collins-street, Blackheath.

To extend the several periods now limited respectively for the compulsory purchase of the lands required for and for the completion of the works severally hereinafter mentioned (that is to say):—

(1) The railway in the parish and township of Folkestone in the county of Kent, described in sub-section 1 of section 5 of the South Eastern Railway (Various Powers) Act, 1885, and therein called the Cheriton Arch Station to Folkestone Harbour Railway.

(2) The harbour extension and other works in the said parish and township described in section 7 of the South Eastern Railway (Various Powers) Act, 1885.

(3) The jetty in the parish of Lydd in the county of Kent, described in and authorised by section 4 of the Lydd Railway (Extensions) Act, 1882.

To extend the respective periods now limited for the compulsory purchase of the lands severally hereinafter mentioned, namely:—

(1) Lands required for the construction of the railway described in and authorised by the South Eastern Railway Act, 1887.

(2) Lands required for the construction of the deviation railway, known as the Loose Valley Deviation Railway, described in and authorised by the South Eastern Railway Act, 1889 (section 4, sub-section 1).

(3) Lands required for the widening of the Charing-cross Railway, in the parish of St. Mary, Lambeth, in the county of London, described in and authorised by the South Eastern Railway Act, 1889 (section 4, sub-section 2).

(4) Lands required for the construction of the railway described in and authorised by the Lydd Railway Act, 1883, as varied by the Lydd Railway Act, 1885.

To extend the respective periods now limited for the compulsory purchase of the additional lands severally hereinafter mentioned, namely:—

**In the county of Kent—**

(1) Lands situate in the parish and township of Folkestone described in section 14, sub-section (c) of the South Eastern Railway (Various Powers) Act, 1885.

(2) Lands in the parish of St. James, Isle of Grain, being the bed soil and foreshore of the river Medway, described in the South Eastern Railway Act 1889 (section 60, sub-section 3b).

(3) Lands in the parish of Saint Mary the Virgin, Dover, described in section 62 of the South Eastern Railway Act, 1889.

To extend the time now limited for the stopping up of the footpaths in the parish of Holy Trinity, Hastings, in the county of Sussex, described in section 14, sub-section (A), of the South Eastern Railway Act, 1884, and for making the new or substituted footpath thereby authorised.

To extend the time now limited for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking and to confer further powers on the Company in relation to the said lands, to enable the Company to sell or otherwise dispose of the lands which have been acquired by

them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, demise, lease, or let the said lands, or any part or parts thereof, at ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Company may think proper, and so far as is necessary, to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company to retain portions of land which may now be deemed superfluous notwithstanding anything in the said Act or the Acts relating to the Company, and to extend and make applicable to such superfluous lands, and to such extended time, any rights, powers, and privileges which have been conferred upon the Company by any previous Act or Acts.

To enable the Company and the Saint Saviour's District Board of Works to make and carry into effect, alter, and rescind agreements with regard to the sale and exchange of lands in the parish of Saint Saviour's, Southwark.

To authorise the Company to convert into or consolidate with the capital stock known as the South Eastern Railway (Vested Companies') Stock, constituted pursuant to powers contained in the South Eastern Railway (Various Powers) Act, 1882, the preference stock created and issued pursuant to the powers of the South Eastern Railway Act, 1881, and to authorise the Company to create and issue as Vested Companies' Preference Stock any unissued preference stock authorised to be created and issued by the said South Eastern Railway Act, 1881, and to provide for the surrender and cancellation of the certificates of any stock issued pursuant to the last-mentioned Act, and the Bill will, so far as necessary for the purposes of such conversion or consolidation of stock, amend the South Eastern Railway (Capital) Act, 1867, and the South Eastern Railway Act, 1881.

To confer further powers on the directors of the Company, or the committee of management of the superannuation fund or funds of the Company, as the Bill may prescribe, and to provide that all classes of servants and workmen of the Company may or shall become contributors to such fund or funds, and so far as necessary to amend the South Eastern Railway Act, 1872.

To authorise the Company to give or enter into any bond or bonds which may from time to time be required by the Customs or Excise Departments of Her Majesty's Treasury to be given in relation to any goods, merchandise or things liable to duties in respect of which the Company may be interested as carriers, warehousemen or otherwise.

To amend section 4 of the South Eastern Railway Act, 1868, by enlarging and extending the power to receive money deposits as therein limited by the Provident Savings Bank established under the authority of the said Act, and generally to make such other provisions in connection with such Provident Savings Bank as the Bill may provide or Parliament may prescribe.

To authorise the Company to contribute or subscribe to or guarantee interest upon the capital of, and to take and hold shares or stock in, or to lend money on mortgage to any Undertaking already established or which may hereafter be established for the purpose of erecting, constructing, or working a pier, jetty, or land-

ing-place at any place in the county of Kent, to which the railways of the Company extend, and generally to assist financially or otherwise in the establishment or maintenance of any such Undertaking as the Bill may prescribe, and to empower the Company to work, manage, and maintain the same.

To authorise the Cranbrook Company to raise for the general purposes of their Undertaking, and for the purposes connected therewith, additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or by either of such means, and to make provision as to the ranking of such shares or stock and debenture stock or debentures.

To empower the Company to increase their authorised subscription or contribution to the capital and Undertaking of the Cranbrook Company and of the Folkestone, Sandgate, and Hythe Tramways Company respectively, and to take and hold shares, debentures, and debenture stock in such capital and Undertaking respectively, and to guarantee dividend or interest on shares or stock in those Companies, or either of them.

To empower the Company to take so much only of any property (in which expression is included houses, buildings and manufactories), which may be described in the Bill, as they may require for the purposes of the intended Act without becoming subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take the whole of such property.

To empower the Company and the holders of the debenture, preference and preferred ordinary stocks of the Company, or any of them, to agree to the conversion of, and to authorise the Company to convert the whole or any portions of such stocks held by them into other stocks of the Company, of such amounts and bearing such equivalent rates of interest or dividend as may be agreed upon with the holders of such stocks respectively, or as may be prescribed or provided for by the intended Act.

To empower the Company for the purposes aforesaid to increase their capital and to create new debenture, preference, and preferred ordinary stocks, and to attach thereto such rights, privileges, and priorities as may be found desirable, and as the intended Act may authorise.

To authorise the Company and the Cranbrook Company respectively to apply to all or any of the purposes of the intended Act, and of any other Act, of the ensuing Session any capital or funds now belonging to them or which they are authorised to raise under any previous Act or Acts, and for such purposes and for the general purposes of the Company to empower the Company to raise additional capital by the creation and issue of shares or stock, and by borrowing and by the creation and issue of debenture stock, or by either of those means, and to attach to all or any of such shares or stock any guaranteed or preferential dividend, and any other rights or privileges, and to make other provisions with respect to the capital of the Company.

The Bill will vary and extinguish all existing rights and privileges either connected with the lands purchased or taken under the powers of the intended Act or otherwise which might interfere with or impede its objects, and will confer other rights and privileges, and it will also amend, extend, vary, and, if need be, repeal and enlarge some of the powers and provisions

of (in addition to the Acts hereinbefore specified and named) the several local and personal Acts following, namely, 6 Will. IV., cap. 75, and all other Acts relating to the Company, the Lydd Railway Act, 1881, and all other Acts relating to the Lydd Railway Company, the Cranbrook and Paddock Wood Railway Act, 1877, and all other Acts relating to the Cranbrook Company, the Folkestone, Sandgate, and Hythe Tramways Act, 1884, and all other Acts relating to the Folkestone, Sandgate, and Hythe Tramways Company, and the Act 26 and 27 Vic. cap. 87, intituled "An Act to Consolidate and Amend the Laws Relating to Savings Banks."

Maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection as follows (that is to say), as regards the lands and works in the county of Kent, with the Clerk of the Peace for that county at his office at Maidstone in that county, as regards the lands and works in the county of London, with the Clerk of the Peace for that county at his office at the Sessions House, Clerkenwell, in that county. And on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the railway and works aforesaid, or any part thereof, are or is intended to be made or will be situate or in which any lands to be taken compulsorily 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 (that is to say):—As relates to the parish of Saint Mary Magdalene, Bermondsey, with the Vestry Clerk of that parish at his office at the Town Hall, Spa-road, Bermondsey, in that parish; as relates to the parish of Saint Saviour, Southwark, with the clerk of the District Board of Works for the district of Saint Saviour, Southwark, at his office at No. 3, Emerson-street, Bankside; as relates to the parish of Lewisham with the clerk to the Lewisham District Board of Works at his office at Rushey Green, Catford Bridge; and as relates to the several other parishes mentioned in this Notice with the parish clerk of each such parish at his residence, and as regards any extra-parochial place with the 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 14th day of November, 1891.

W. R. STEVENS, 11, St. Thomas's-street, S.E.

A. WILLIS, 22, Abingdon-street, S.W., Solicitors for the Bill.

R. W. COOPER and SONS, Westminster-chambers, 7, Victoria-street, S.W., Parliamentary Agents.

In Parliament—Session 1892.

Imperial Life Insurance.

(Repeal of Deed of Settlement and Resolutions; New Laws, Rules, and Regulations; General Provisions as to Constitution, Powers, Capital, and Management of the Company).

**A** PPLICATION is intended to be made to Parliament in the ensuing Session thereof by the Imperial Life Insurance 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):—

To confer on the Company powers to repeal and cancel the Deed of Settlement of the Company, dated the 28th November, 1820, and also any resolutions passed from time to time by the Company, and to make new laws, rules, and regulations for the management of the affairs of the Company, and the conduct of their business.

To repeal or amend, and if necessary re-enact with or without alteration, some of the provisions of the Local Act, 4 and 5 Vict., cap. 94, relating to the Company.

To provide for the continuance of the Company, subject to the provisions of the intended Act, and of any new laws, rules, and regulations to be made as aforesaid, or of the existing deed, resolutions, rules, and regulations of the Company.

To alter and vary the nominal amount of the shares and capital of the Company, and to fix the amount of the capital and to make other provisions with reference thereto, and as to the substitution of new shares for the existing shares of the Company, and as to the liability of members of the Company in respect of unpaid capital, and generally as to the application of the profits, the funds and property of the Company, and to authorise the raising from time to time of additional capital.

To define and extend the objects and purposes of the Company and the fundamental laws and constitution of the Company, and generally to confer such powers and provisions as may be found convenient in reference to the management of the business of the Company.

To make further provisions with respect to the investment of any of the funds and moneys for the time being of the Company, and the securities in which they may be invested.

To vary or extinguish all rights or privileges inconsistent with, or which would or might in any way interfere with, the objects of the Bill.

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, 1891.

HENRY D. KIMBER, 79, Lombard-street, E.C., Solicitor.

DYSON AND CO., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Hampstead, St. Pancras and Charing Cross Railway.

(Incorporation of Company; Construction of Underground Railways from Hampstead to Charing Cross, with Branch to Euston, St. Pancras, and King's Cross; Provisions as to Underpinning, and as to Purchase of Lands and Use of Sub-soil; Agreements with the London County Council and other Authorities and Companies Traffic and other Agreements with London and North-Western, Midland, Great Northern, Metropolitan, and South-Eastern Railway Companies; 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 effect all or some of the purposes following, that is to say:—

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

To empower the Company to make and main-



tain the underground railways and works hereinafter described, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, passages, stairs, subways, tunnels, sidings, shafts, lifts, buildings, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):—

Railway No. 1.—Commencing in the parish of St. Martin-in-the-Fields, in and under the Strand, at or near the junction therewith of Southampton-street, and terminating in the parish of St. John, Hampstead, in and under the High-street, at or near the junction therewith of Heath-street.

Railway No. 2.—Commencing in the parish of St. Pancras, in and under the Hampstead-road at or near the junction therewith of Seaton-street, and terminating in the parish of St. Pancras at a point 20 yards, or thereabouts, measured in a southerly direction from the south-east corner of the King's Cross Station of the Great Northern Railway Company.

A Subway for foot passengers wholly in the parish of St. Martin-in-the-Fields, commencing in and under Agar-street, at or near the junction therewith of the Strand, and terminating at the Charing Cross Station of the South Eastern Railway Company at a point 40 yards, or thereabouts, westward from the junction of Villiers-street with the Strand. A bridge for foot passengers, wholly in the parish of St. Pancras, commencing at or near the south-east corner of the St. Pancras Station of the Midland Railway Company, and terminating at a point in front of King's Cross Station of the Great Northern Railway Company, 50 yards, or thereabouts, measured in a northerly direction from the north end of Chesterfield-street.

The said intended railways and works, and the lands and houses to be taken for the purposes thereof, will be situated in the parishes and places following, or some of them, that is to say:—St. John, Hampstead, St. Pancras, St. Marylebone, St. Giles-in-the-Fields, St. Anne Soho, St. Clement Danes, and St. Martin-in-the-Fields, all in the County of London.

The gauge to be adopted for the intended railways will be 4 ft. 8½ ins. (standard) gauge, and the motive power to be employed will be cable traction, electricity, or any other motive power other than steam locomotives.

To authorise the Company to cross, stop up, close, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, or places, railways, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use for the purposes of the intended works, or of the intended Act, the subsoil and under surface of any lands, streets, roads, highways, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the Company to deviate from the lines or situations of any of the works, within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the intended Act, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the intended Act, and, in either case, whether

beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To authorise and provide for the underpinning, or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are, or are not, intended or required to be taken for the purposes thereof.

To authorise the Company to purchase, by compulsion or agreement, lands, houses and other property and easements therein, or thereunder, for the purposes of the intended Act, and notwithstanding the 92nd section, or any other section, of "The Lands Clauses Consolidation Act, 1845," or any Act amending the same, to empower the Company to appropriate and use the subsoil under any street or road, or to acquire a part only of any house, building or property, and to vary and extinguish all rights and privileges connected with such lands, houses, property and subsoil.

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

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

To empower the Company on the one hand, and the London County Council (hereinafter called "the County Council"), and any District Board of Works, vestry, or other authority, or any company or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith; the acquisition and appropriation of lands and property, the contribution of funds; and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and if thought fit to insert provisions for the protection of the County Council and any District Board of Works, vestry, or other authority, company, or body as aforesaid respectively, or any or either of them, and to confer upon them in furtherance of any such agreement, all or any of the powers of the intended Act, including powers of construction, maintenance, and purchasing lands.

To empower the Company on the one hand, and the London and North Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Metropolitan Railway Company, and the South Eastern Railway Company (hereinafter referred to as the "five companies"), or any or either of them on the other hand, to enter into and carry into effect agreements for or with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways and works of the contracting companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic.

To empower the Company on the one hand, and the five companies or any or either of them on the other hand, to enter into and carry into effect agreements with respect to the construction, use, management and maintenance of the stations, subways, bridges, lifts, approaches, platforms, sidings, signals, and other works and conveniences connected with the intended railways or either of them, and with respect to the joint or separate ownership, use and occupation of such stations and other works or any of them, or any part or parts thereof, and to authorise and provide for the appointment of a Joint Committee or Joint Committees for carrying into effect the purposes aforesaid, and to confirm and give effect to any agreement which has been or may be entered into in reference to those matters, or any of them.

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

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

To alter, amend, extend, and if need be, repeal the provisions or some of the provisions of the several Acts of Parliament following, that is to say:—The Metropolis Local Management Acts, 1855 and 1856, the Local Government Act, 1888, and all other Acts which will or may relate to the County Council; the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; the Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the Act 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; the Metropolitan Railway Act, 1854, and all other Acts relating to the Metropolitan Railway Company; the Act 6 Will. IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference to such plans respectively, together with in each case a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and that on or before the said 30th day of November a copy of so much of the said plans, sections and book of reference respectively as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the intended Act, are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—As regards the parish of St. John, Hampstead, with the Vestry Clerk of that parish at his office at the Vestry Hall, Haverstock-hill; as regards the parish of St. Pancras, with the Vestry Clerk of that parish at his office at the Vestry Hall, King's Road, St. Pancras; as regards the parish of St. Marylebone, with the Vestry Clerk of that parish at his office at the Court House, Marylebone-lane; as regards the

parish of St. Giles-in-the-Fields, with the Clerk for the St. Giles District Board of Works, at his office at 197, High Holborn; as regards the parishes of St. Anne, Soho, and St. Clement Danes, with the Clerk for the Strand District Board of Works, at his office at 5, Tavistock-street, Strand; as regards the parish of St. Martin-in-the-Fields, with the Vestry Clerk of the parish, at his office at the Vestry Hall, Charing Cross-road.

And notice is hereby further given, that on or before the 21st day of December, 1891, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1891.

FOWLER & Co., 28, Victoria-street, Westminster, S.W., Solicitors.

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

Board of Trade.—Session 1892.

Sutton (Surrey) Electric Lighting.

(Power for Urban Sanitary Authority to Produce, Store, and Supply Electricity within the Urban District of Sutton, Surrey; to Acquire and Appropriate Land and to Construct Works; to Break up or Interfere with Streets, Railways, Tramways, and Canals, and to Lay down or Erect Mains, Pipes, Wires, and Apparatus; to Demand and Levy Rates and Charges; Enter into Houses and Buildings, Contracts, and Transfer of Undertaking, Borrowing of Money, and other Powers.)

NOTICE is hereby given that the Urban Sanitary Authority of the district of Sutton, in the county of Surrey (hereinafter called "the Authority"), and whose address is the Local Board Offices, Public Hall, Sutton, Surrey, intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts 1882 to 1890, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Authority to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts within the urban district aforesaid, or any part or parts thereof in the county of Surrey (hereinafter referred to as the area of supply).

2. To enable the Authority to acquire, take on lease, and hold lands or interest or easements in or over lands or to appropriate for the purposes of the Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, and appliances for generating, producing, storing, supplying, and distributing electricity or for other the purposes of the Undertaking.

3. To enable the Authority to lay electric lines within two years in the following streets, namely:—

Alfred-road, Angel-hill, Banstead-lane, Benhill-road, from Benhilton Church to Benhill Wood-road, Benhill Wood-road, Benhill-street, Bridge-road, Brighton-road, from the railway station to Belmont Brunswick-road, Bushey-road, Carsbalton-road, Cedar-road West, Cheam Fields, Cheam-road, Church-passage, Collingwood-road, Cussingham-grove, Crown-road, George-street, Grange-road, Grange-vale, Greyhound-footpath, Greyhound-road, Grove-road, High-street, from the railway

station to the Green, Langley Park-road, from the railway bridge to the Carshalton-road, Lind-road, London-road (North Cheam), Lower-road, Manor-lane, Marshall's-road, Mitcham-road, from Angel-hill to Rose-hill, Mulgrave-road, from the High-street to the Stanley-road, Myrtle-road, Nursery-road, Oakhill-road, Palmers-ton-road, Park-road, Robin Hood-lane, Robin Hood-terrace, St. James's-road, South Saint Nicholas-road, Stanley-road, Sutton Common-road, Sutton, Sutton Court-road, Sutton-grove, Sydney-road, The Green, Thicket-road, Vernon-road, Warwick-road, West-street, West-street-footpath, William-road, Worcester-gardens, Worcester-road.

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

Albert-road, Albion-road, Belmont-road, Benhill-road (from Benhill Wood-road to Carshalton-road), Beulah-road, Burgess-road, Camborne-road, Cavendish-road, Cedar-road East, Chaucer-road, Christ Church Park-road, Church-road, Church-street, Clensham-lane, Cunnor-road, Eaton-road, Egmont-road, Elgin-road, Elm-grove, Great Grennell-road, Haddon-road, Hill-road, Holland-road, King's-road, Langley Park-road (from the railway bridge to the boundary of the district), Lavender-road, Lea-place, Lenham-road, Lewis-road, Manor Park-road, Manor-place, Milton-road, Morland-road, Mulgrave-road from Stanley-road to the west end of Mulgrave-road, Overton-road, Pellatt-road, Queens-road North, Queen's-road South, Ridge-road, St. James's-road North, Sherwood Park-road, Throwley-road, the Limes, Upper Vernon-road, Victoria-road, Wellesley-road, Western-road, Wickham-road, Woodside-road.

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

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

7. To prescribe or limit the area within which electricity shall at first be supplied, and to provide for the ultimate extension over the whole of the area of supply.

8. To exempt the Authority from the obligation to supply electricity within such part or

parts of the area of supply, or under such circumstances as shall be specified in the Order.

9. To authorise the Authority to open and break up and cross with their electric lines and works the following railways so far as the same are situate within the area of supply (that is to say):—

The London, Brighton and South Coast Railways, and the several lines, branches, sidings, and works belonging to, worked, or used by the London, Brighton and South Coast Railway Company with or without their consent.

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

11. To authorise the Authority to enter upon any houses, buildings or lands supplied or proposed to be supplied with electricity for any purposes relating to such supply.

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

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

14. To empower the Authority to borrow money for all or any purposes of the Order, and to charge the moneys so borrowed, and interest, upon the district fund and general district rate of the district, and to empower the Authority to apply any of their funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from such Undertaking.

15. To incorporate with the Order sections 264 and 265 of the Public Health Act, 1875 (relating to actions against local authorities, their officers, and servants, and their protection from personal liability), and to extend those sections to matters arising under the Order. And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December, 1891, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the office of the clerk of the said Authority, at the Public Hall, Sutton aforesaid, or at his office, No. 21, College-hill, Cannon-street, E.C. And notice is hereby further given, that a map, showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th November instant, for public inspection, at the office of the Clerk of the Peace for the county of Surrey, at the Sessions House, Newington, London, S.E., and at the said office of the clerk of the Sanitary Authority, in the urban,

district of Sutton, Surrey. And notice is hereby further given, that every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1892.

Dated this 12th day of November, 1891.

THOS. D. PETTIVER, Solicitor and Clerk to the said Local Authority.

In Parliament.—Session 1892.

Aberdare Cattle Market and Slaughter-Houses.

(Incorporation of Company; Construction of Cattle Market or Abattoir, within the Parish of, but outside the centre of, the Town of Aberdare, with suitable Buildings; Removal of Slaughter-houses; Purchase of Lands and Property; Market Rights; Levying of Tolls and Rates; Prohibition of Sale and Exhibition of Animals, Stock, &c., within the Town of Aberdare; Bye-Laws Regulating Driving of Cattle; Agreements with existing Aberdare Markets and Town Hall Company, and with Local Authorities; Incorporation and Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to confer upon them all necessary powers to establish, erect, maintain and regulate (in lieu of, or in addition to, any market now held within the district or limits hereinafter mentioned), a Cattle Market, Abattoir or Slaughter-houses, and other buildings and places in connection therewith for slaughtering cattle, sheep, pigs and other live stock, within the limits hereinafter described, and in connection with such Cattle Market, to provide, maintain and regulate stables, sheds, approaches and other conveniences necessary in the establishment of a Public Abattoir or Cattle Market.

The district or limits hereinbefore referred to will comprise and include so much of the town and parish of Aberdare, in the county of Glamorgan, as lies within a radius of 2 miles from the existing market house of the Aberdare Market Company in the said town and parish of Aberdare.

To authorise the Company to purchase, take on lease, or otherwise acquire by agreement, lands, buildings, houses and hereditaments, and to hold such other lands, buildings, houses and hereditaments within the said district as may be necessary for the purposes of the proposed cattle market or abattoir and slaughter-houses, or any other purposes of the Bill, or any rights or easements in or over any such lands, buildings, houses and hereditaments, and from time to time to sell and dispose of, or to let on lease or otherwise, any lands, buildings, property and hereditaments of the Company.

To enable the Company to stop up, alter and divert and to widen temporarily or permanently all streets, roads, highways, sewers, drains and pipes, as it may be necessary to stop up, alter and divert, and to widen for the purposes of making, maintaining and regulating the said cattle market, abattoir, buildings and works and approaches thereto.

To empower the Company to levy and collect rents, rates, tolls, stallages, dues, and charges in or in respect of the market, market houses, abattoir or slaughter-houses, weighing-houses, weigh-bridges, shops, warehouses, stables, yards, offices and cellars and other works and conveniences to be acquired, maintained, established or regulated under the powers of the Bill, and to confer, vary or extinguish exemptions from the payment thereof, and of any existing tolls, stallages, rents, rates and dues leviable within the said district, and to confer, vary or extinguish exemptions from the tolls, rents, rates, dues and charges, and to abolish if necessary, the tolls, rents, rates, dues and charges levied and taken under or authorised by the Aberdare Market Act, 1852, or the Aberdare Markets and Town Hall Act, 1880, and any other existing tolls, rents, rates, dues, charges or stallages leviable within the district hereinbefore described, in respect of the exhibition or sale of cattle, horses, sheep, pigs and other live stock.

To raise capital by the creation and issue of shares and by borrowing on mortgage, and to raise money by borrowing upon the security of the rents, rates, tolls, stallages and dues to be vested in the Company, and to apply the same to all or any of the purposes of the Bill.

To prohibit the sale or slaughtering of any cattle, horses, sheep, pigs or other live stock at any other market in the town of Aberdare, or within the limits of the proposed Bill, after the erection of the new cattle market, or in the streets and public places in the said district elsewhere than in the market to be established under the provisions of the proposed Bill, and to impose penalties, and to make and enforce bye-laws and provisions for the government and regulation of the said cattle market, abattoir and slaughter-houses, and of persons frequenting and using the same.

To regulate the mode of or prohibit the driving or leading or conveyance of horses, cattle, sheep and pigs, and other animals in or through any of the streets, roads or thoroughfares leading to the said market.

To enable the Company to purchase by agreement any existing market rights (if any) and tolls within the said district, and to vary and extinguish, exclude or modify such rights, and any other existing powers, rights, privileges and exemptions relating to markets, or which would in any way interfere with any of the objects or purposes of the Bill, and to confer all other rights, powers, privileges and exemptions necessary or expedient for carrying any of such objects and purposes into effect.

To authorise and enable the Marquess of Bute and his Trustees and all other necessary parties to sell and convey to the Company, by agreement, the fee simple and inheritance of any lands, buildings and hereditaments required by the Company, and of any other lands, buildings and hereditaments within the said district, or the reversion of or in any such lands, buildings and hereditaments respectively, and to make and enter into agreements with the Company with respect thereto.

To enable the Company and the Aberdare Markets and Town Hall Company, the Aberdare Local Board, and any other local authority having any jurisdiction over the district affected by the Bill, to enter into and carry into effect contracts, agreements and arrangements in regard to the carrying out of any of the purposes of the said Bill, and the Bill will confirm and give effect to any such contract, agreement or

arrangement that may be come to previous to the passing thereof.

To alter, amend, enlarge, and, if need be, to repeal all or some of the provisions of the Aberdare Market Act, 1852, and any other Act relating to the Aberdare Market Company and the Aberdare Markets and Town Hall Act, 1880, and any other Act relating to the Aberdare Market and Town Hall Company.

To incorporate with the Bill, either wholly or in part, the Lands Clauses Acts, the Markets and Fairs Clauses Act, 1847, and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, with such alterations and modifications as may be deemed necessary.

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 14th day of November, 1891.

THOS. PHILLIPS and SON, Aberdare, Solicitors for the Bill.

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

In Parliament.—Session 1892.

Lynton Railway.

(Construction of Railways or Tramroads by way of extension of authorised line to Barnstaple; Power to construct, maintain, and work authorised Line as a Tramroad, and provisions with reference thereto; Provisions as to Gauge and Motive Power; Agreements with and Powers to London and South Western and Great Western Railway Companies, Running Powers and Facilities over Railway of London and South Western Railway Company; Separate Undertaking; Additional Capital; Payment of Interest out of Capital; 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 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 or tramroads hereinafter described or one of them or some part or parts thereof respectively, with all necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively, to be wholly situate in the county of Devon, that is to say:—

Railway or Tramroad No. 1, wholly situate in the parish of Pilton, commencing by a junction with the Barnstaple and Ilfracombe branch of the London and South Western Railway at a point 13 chains or thereabouts (measured along that railway) from and to the westward of the centre of the bridge carrying that railway over the River Yeo and terminating in a field numbered 355 on the  $\frac{1}{2500}$  Ordnance map of that parish.

Railway or Tramroad No. 2, commencing by a junction with the proposed railway or tramroad No. 1 at the termination thereof as above described, and terminating in the parish of Kentisbury by a junction with the railway authorised by the Lynton Railway Act, 1886, near the commencement thereof as shown on the plans deposited for the purposes of that railway with the Clerk of the Peace for the county of Devon, in a field numbered on those deposited

plans 1, in the said parish of Kentisbury, which intended railways or tramroads 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:—Pilton, Barnstaple, Goodleigh, Bratton Fleming, Shirwell, Bittadon, Marwood, Combe Martin, otherwise Combmartin, Berrynarbor, Trentishoe, East Down, Down, Kentisbury, Parracombe, and Challacombe.

2. To confer on the Company powers to (a.) cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, highways, footpaths, railways, tramways, rivers, canals, bridges, wharves, quays, landing places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences, and appliances within or adjoining the aforesaid parishes, townships, extra-parochial and other 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 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.

(b.) 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 extent as may be authorised by or determined under the powers of the Bill.

(c.) To purchase by compulsion or agreement, lands, houses, works, conveniences, easements, rights, and other tenements, hereditaments, and property for the purposes of the intended works, or any or either of them, or any part or parts thereof.

(d.) To levy tolls, rates, and duties for the use of the intended railways or tramroads and works, or any or either of them, or any part or parts thereof respectively; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

(e.) In the event of the proposed works being constructed as railways, to construct and maintain the same, or any part thereof, on any gauge not less than 3 feet, and so far as may be necessary to exempt the Company and the said railways from the provisions of the Act 9 and 10 Vic., cap. 57, entitled, An Act for regulating the Gauge of Railways, and to amend or repeal that Act.

(f.) In the event of the proposed works being constructed as tramroads, the gauge thereof will be 4 feet 8½ inches, and it is intended to run thereon carriages and trucks adapted for use on railways, and to use steam, electricity, or other mechanical and animal power on the tramroads.

3. To authorise the Company to make, maintain, and work the railway authorised by the Lynton Railway Act, 1886, as a tramroad on the gauge of 4 feet 8½ inches, and to run thereon carriages and trucks adapted for use on railways, and to use steam, electricity, or other mechanical and animal power thereon; and to make applicable to the said tramroad, and to authorise the Company to exercise in relation thereto all or some of the powers and provisions of the said Act, and of the Lynton Railway Act, 1890, with reference to the said authorised railway, and also to make applicable to such

tramroad any notices, contracts, agreements, or proceedings given, entered into, or commenced with reference to the said authorised railway.

4. To authorise the Company, on the one hand, and the London and South Western Railway Company and the Great Western Railway Company, 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 construction, working, use, management, and maintenance by any or either of the contracting Companies of the proposed railways or tramroads and works, and the authorised railway of the Company, or any or either of them, or any part or parts thereof, respectively, the supply of rolling or working stock and machinery, and of officers and servants for the purposes of the traffic of such railways or tramroads and railway 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, collection, 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.

5. To empower the Company and all companies and persons lawfully working or using the proposed railways or tramroads or either 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 portion of railway and stations respectively hereinafter mentioned, together with the stations, platforms, sidings, roads, watering-places, water supply, booking and other offices, warehouses, sheds, junctions, points, machinery, signals, landing places, works, conveniences, and appliances, on or connected therewith respectively, that is to say:—

So much and such portion of the Railway of the London and South Western Railway Company as is situate and lies between the junction therewith of the proposed Railway or Tramroad No. 1 and the Barnstaple Station of that Company, including that that Station.

And to require and compel the London and South Western Railway Company, or other the companies owning and working the said portion of railway and station 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 por-

tion of railway; 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 determine the tolls, rates, charges, and duties to be hereafter taken upon or in respect of the said portions of railways respectively, and the works and conveniences connected therewith.

6. To constitute the intended railways or tramroads and works, and any lands and property acquired under the powers of the Bill, either wholly or partially, a separate undertaking distinct from the authorised undertaking of the Company.

7. To authorise the Company for all or any of the purposes of the Bill to apply any moneys they are now authorised to raise, and for such purposes and for the general purposes of their undertaking, to raise further moneys 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 borrowing on mortgage and by the creation of debenture stock, 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 upon the intended railways or tramroads, and the tolls rates, fares, and charges, received in respect thereof.

8. 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 on the sums which may from time to time be paid on the shares allotted to them.

9. To change the name of the Company.

10. 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 Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and the Tramways Act, 1870, with such variations, modifications, and exceptions (if any) as may be deemed expedient, or as may be contained in the Bill.

11. 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:—The Lynton Railway Acts 1885, 1886, and 1890, relating to the Company; 4 and 5 William IV, cap. 88, relating to the London and South Western Railway Company, 5 and 6 William IV, cap. 107, relating to the Great Western Railway Company, and the several other Acts relating to or affecting the Companies named in this Notice respectively, and all other Acts relating to or affected by the objects of the Bill.

12. 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 confer, 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 or tramroads 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 or tramroads 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 or tramroads and 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 with the parish clerk of each 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; 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, 1891.

WILLIAM TOOGOOD, 16, Parliament-street,  
Westminster, Solicitor.

JOHN CHARLES BALL, 16, Parliament-  
Westminster, Parliamentary Agent.

In Parliament.—Session 1892.

Ipswich Corporation.

(Purchase by Corporation of Ipswich, compulsorily or by agreement, of the Undertaking of the Ipswich Waterworks Company, and Powers to Corporation to Supply Water to Borough of Ipswich; Winding-up and Dissolution of Company; Extension of Powers; Amendment of Acts, and other purposes.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the borough of Ipswich, in the county of Suffolk (hereinafter called "the Corporation"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To authorise the Corporation to purchase and to transfer to and vest in, or to provide for the transfer to and vesting in them of the undertaking, lands, works, easements, real and personal property, powers, rights, and privileges of the Ipswich Waterworks Company (hereinafter referred to as "the Company"), and to authorise and require the said Company to sell the said undertaking, lands, works, easements, real and personal property, powers, rights, and privileges to the Corporation for such price or consideration and generally upon such terms and conditions as may be agreed on between the Corporation and the Company, or, as failing such agreement, shall be settled by arbitration, or as may be defined in or provided for by the Bill or prescribed by Parliament, and to constitute the purchased premises and any extensions thereof made under the powers of the Waterworks Clauses Act, 1847, the Water Undertaking of the Corporation.

To provide for the discharge of the debts and liabilities, the distribution of the assets, and the winding up and dissolution of the Company, and to empower the Corporation and the Company to enter into and carry into effect all such contracts and agreements, and to confer on them respectively all such powers as may be necessary or expedient for or in relation to the matters aforesaid, and to confirm or alter any such agreement as may already have been or may hereafter be made.

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.

To enable the Corporation to make, levy, demand, and recover rates, rents, charges and remunerations (differential or otherwise) for, or in relation to the supply of water, and for the hire, sale, or use of water meters, fittings, and apparatus, and to confer, vary, and extinguish exemptions from the payment of such rents, rates, charges, and remunerations.

To authorise the Corporation to create and grant rent-charges, or annuities, or other annual sums, in payment or part payment for the purchase of the Waterworks Undertaking hereinbefore referred to.

To alter and enlarge the present borrowing powers of the Corporation, and enable them for all or any of the purposes of the Bill to apply their funds, rates and revenues for the time being, and any moneys they are still authorised to raise, or over which they have control, and for the said purposes, and for the general purposes of the Water Undertaking, to borrow and re-borrow further moneys on mortgage, or by the issue of debentures, debenture stock, Corporation stock and annuities, or by any one or more of those modes, and to charge the moneys to be borrowed or re-borrowed, or owing by them, on all or any one or more of the following securities, namely, the borough fund, borough rate, general district rate and district fund, and all other the lands, hereditaments, tolls, rates, revenues and property, for the time being of the Corporation, in any capacity, and upon the Water Undertaking, when it shall have been acquired by the Corporation, and to provide for the repayments of such moneys.

To enable the Corporation to carry the intended Act into execution, with such of the powers and provisions, modified or otherwise, of the Public Health Act, 1875, and of the Municipal Corporations Acts, as may be thought expedient or as may be prescribed by the Bill.

To confer upon the Corporation all needful powers for regulating and defining their supply and the mode thereof, and for preventing frauds on and abuses of their supply, and for preventing the water delivered or supplied by the Corporation from being fouled, misused or wasted, and for preventing any interference with their water or their works.

The Bill will vary and extinguish all such rights and privileges as would in anywise interfere with its objects, and will or may incorporate with itself, with or without alteration, such provisions as may be thought expedient of the Waterworks Clauses Acts, 1847 and 1863, the Lands Clauses Consolidation Act, 1845, the Public Health Act, 1875, the Local Loans Acts, and the Municipal Corporations Acts, and will repeal, alter, and amend so far as may be necessary the provisions of, among other Acts, the Ipswich Waterworks Act, 1857,

and any other Act directly or indirectly affecting the Corporation or 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 17th day of November, 1891.

WILL. BANTOFF, Town Clerk, Ipswich, Solicitor.

R. W. COOPER and SONS, 7, Victoria-street, S.W., Parliamentary Agents.

In Parliament.—Session 1892.

South Leeds Junction Railway.

(Incorporation of Company; Construction of Railways from the East and West Yorkshire Union Railways at Rothwell to Leeds; Compulsory Purchase of, and Special Powers as to, Lands and Houses; Power to stop up Streets, &c.; Running Powers against, and Agreements with, other Railway Companies; Tolls; Payment of Interest out of Capital, &c.; 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 purposes, or some of the purposes, following, that is to say:—

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the Railways hereinafter mentioned, which will be wholly situate in the West Riding of the County of York, 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, wholly in the parish of Rothwell, commencing by a junction with the East and West Yorkshire Union Railway, at a point about 4 chains (measured along that Railway) westward from the terminus thereof, as constructed at the west side of Wood-lane, Rothwell, and terminating at or near the south side of the Midland Railway, at a point  $4\frac{1}{2}$  chains or thereabouts, measured in a south-easterly direction from the east end of the bridge carrying the Midland Railway over the Leeds and Pontefract-road.
- (2) A Railway No. 2, wholly in the parish of Rothwell, commencing by a junction with Railway No. 1 at its termination as above described, and terminating at a point about 8 chains south of Thwaite Locks, on the Aire and Calder Canal.
- (2A) A Railway No. 2A, commencing by a junction with Railway No. 2 at its termination as above described, and terminating in the township of Hunslet, in the parish and borough of Leeds, at a point about 5 chains measured northward from a point in the Hunslet-road, otherwise Low-road, Hunslet, about 7 chains measured from the junction of that road at Thwaite Gate with the Leeds and Wakefield and Leeds and Pontefract-roads.
- (3) A Railway No. 3, commencing by a junction with Railway No. 2 at its termination as above described, and terminating in the Township of Hunslet, aforesaid, at or near the junction of the entrance to Church-court, Hunslet, with Church-street, Hunslet.
- (4) A Railway No. 4, wholly in the Township of Hunslet aforesaid, commencing by a junction with Railway No. 3 at its termina-

tion as above described, and terminating on the east side of Yarmouth-street, Hunslet, at a point about  $2\frac{1}{2}$  chains from the junction of that street with Pearson-street.

- (4A) A Railway No. 4A, wholly in the township of Hunslet, aforesaid, commencing by a junction with Railway No. 4, at its termination as above described, and terminating on the south side of Butterley-street at a point about 3 chains from the junction of that street with Leathley-road.

The said intended Railways will be made or pass from, in, through, or into the following parishes, townships, and other places, or some of them, that is to say, Rothwell (township and parish), Oulton with Woodlesford detached, Rothwell Haigh, Stourton, Hunslet, and Leeds (parish and borough), all in the West Riding of the County of York.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the section hereinafter mentioned, and in either case within or beyond the powers of deviation contained in the Railways Clauses Consolidation Act, 1845.

3. To empower the Company to stop up and discontinue for public traffic, or to cover over, or enclose, or otherwise interfere with the following streets, roads, passages, and places in the parish and borough of Leeds, or some of them, or some part or parts thereof respectively, and to vest in the Company the sites and soil of the streets, roads, passages, and places, or parts thereof so to be stopped up (that is to say), Roumelia-road, Roumelia-terrace, Grove-road, Lupton-street, Waterton-street, Leak-street, Church-court, St. Mary's-court, Green Man-place, Bell's-buildings, Albert-yard, Askern-street, Askern-place, Askern-terrace, Askern-grove, Ledsham-grove, Ledsham-terrace, Ledsham-place, Ledsham-street, Bleasby-street, Rylstone-place, Rylstone-street, Back Rylstone-street, Brandling-terrace, Cross Brandling-street, Brandling-place, Gosforth-street, Newport-street, Alton-street, Alton-place, Alton-terrace, Cross Alton-street, Endon-terrace, Bagnall-street, Hopewell-terrace, Alfred-terrace, Lucy-street, Cross Whitehouse-row, Whitehouse-street, St. Helen's-terrace, Grove-place, St. Helen's-street, Crampton-buildings, Crowther's-court, Schofield's-yard, Pickersgill-court, Vine-street, Grape-street, Hannah-street, Yarmouth-place, Yarmouth-street, Cancel-street, Ripon-street, Brougham-street, Vaux-street, William-street, Ashley-street, Peel-street, Tender-street, Eddison-street, Eddison-place, Gideon-yard, and Gideon-street, and any other streets, roads, passages, places, and footways, the lands on each side of which may be acquired by the Company, or which are shown on the plans to be deposited as hereinafter mentioned as intended to be stopped up, or interfered with in whole or in part.

4. To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, telegraphic and telephonic apparatus within the parishes, townships, extra parochial, and other places aforesaid, or any of them as it may be necessary or convenient to cross, open, break up, divert alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

5. To authorise the Company to purchase and take by compulsion or agreement lands, houses,



tenements, and hereditaments for the purposes of the intended railways, deviation, and other works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

6. To authorise the Company, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement any land, vaults, cellars, arches, or other offices or parts of, or attached to or belonging to any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

7. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon and in respect of the portion hereinafter mentioned of the Railways of the East and West Yorkshire Union Railways Company, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

8. To empower the Company and any company or persons for the time being working or using the Railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description.

Railways No. 1c, 1d, and 1e, authorised by the East and West Yorkshire Union Railways Act, 1886, and so much of Railway No. 1, authorised by the East and West Yorkshire Union Railways Act, 1883, as is not by the East and West Yorkshire Union Railways Act, 1886, required to be abandoned.

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 portion of railways and stations.

9. To empower the Company on the one hand, and the East and West Yorkshire Union Railways Company, the Midland Railway Company, and the Great Northern 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, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting 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 such agreements as aforesaid, and to con-

firm any agreements which have been or may be made touching any of the matters aforesaid.

10. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital, or any funds of the Company, from time to time interest or Dividends on any Shares or Stocks of the Company.

11. 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 local and personal Acts hereinafter mentioned, or some or one of them (that is to say): 9 and 10 Vic., cap. 41, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 43 and 44 Vic., cap. 199, 46 and 47 Vic., cap. 166, and all other Acts relating to or affecting the East and West Yorkshire Union Railways Company.

12. 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, with a Book of Reference to such plans and a copy of the notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in that Riding, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways or works are or is intended to be made, together with a copy of this notice, as published in the "London Gazette," will be deposited for public inspection 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 adjoining parish at his residence.

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 19th day of November, 1891.

T. and H. GREENWOOD TEALE, Leeds;  
Solicitors for the Bill.

REES and FRERE, 13, Great George-street,  
Westminster; Parliamentary Agents.

In Parliament.—Session 1892.

The Public Trustee Limited.

(Power to undertake Office of Trustee, Executor, &c., and to act in a fiduciary character; granting of Caution or Guarantee Bonds on behalf of Directors or Officials; Powers to Courts of Justice and others to appoint Company Trustee, Administrator, Liquidator, &c.; Investment of Funds in Land, Debentures, Stock, &c.; Agreements and Arrangements as to Purchase of or Investment in other Companies' undertakings; Alteration, Amendment, and Enlargement of Company's Memorandum of Association, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Public Trustee, Limited (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—To enable the Company to undertake and execute the Office of Trustee, Executor, Administrator, Receiver, Manager, Liquidator, Attorney, or Committee, or any other office of a fiduciary character, and to perform through their officers or agents or otherwise the duties of any such office, and to make provision for the due performance of such duties by the Company and its officers or agents, and (if

thought expedient) as to the security to be from time to time given for such due performance, and to confer upon the Company and its officers or agents all such powers as an individual or individuals would have in any such capacity including power to apply for and obtain probate of wills and the taking of oaths where the same may be necessary in carrying out the duties of any such office as aforesaid.

To empower any court, judge, authority or person having jurisdiction in any matters to be dealt with by or under the intended Act; to appoint the Company as trustee, administrator, receiver, manager, liquidator, attorney or committee, and to accept the Company as surety, with or without the concurrence of any other surety, in any case in which any trustee, administrator, receiver, manager, liquidator, attorney or committee is required to give security and generally to do all such acts and things and exercise all such jurisdiction as may be necessary for giving effect to the purposes of the intended Act, or as may be prescribed or provided for thereby; to authorise and empower the Company to demand, receive, and recover fees, charges, or other payments or remuneration for or in respect of any duties or business as aforesaid, undertaken or executed by them. To enable the Company to issue and grant Bonds of Caution or guarantee to or in favour of any of the Directors or Officers of the Company acting in any capacity for or on behalf of the Company, and for relieving any such Directors or Officers from any liability or obligation incurred by them in the proper carrying out of the duties of their office for the time being.

To empower the Company to apply their funds, capital, and revenues to the purchase of lands, houses, and other property in the United Kingdom, and to invest the same in ground rents and other charges upon lands, houses, and other property, or in debentures and debenture and preference stocks of railway and other Companies, whether in the United Kingdom or in any British colony or dependency, and also in any bonds, stock, annuities, or other securities of municipal and other public corporations or bodies, and in the public funds of the United Kingdom or in any British colony or dependency.

To empower the Company to make advances on the security of any Trust Estates, or any interest therein which may be under the management or control of the Company, and, if thought advisable, to place the money on deposit account with any Bankers in the United Kingdom, or in any British colony or dependency as aforesaid, and to enable the Company to sell, realise, and change the said investments from time to time, and as often as the same may be deemed advisable.

To enable the Company to amalgamate with any other Company, Corporation, partnership, or person carrying on, or who may be hereinafter empowered to carry on any business or portion of any business carried on by the Company, or which they have power to carry on.

To empower the Company to purchase, or otherwise acquire, from any Company, Corporation, person, or persons any business, concessions, contracts, rights, or privileges of a similar character to or connected with the objects or business of the Company, and any property connected therewith, and to enter into partnership, or make other agreements or arrangements, with any such Company, Corporation, person, or persons; and to take, acquire, and hold shares or stock in the undertakings or business of any such persons.

To make all such provisions, and confer all such powers as may be incidental to or necessary

or convenient for enabling the Company to carry on their business.

To confer upon the Company and their Directors, officers, agents, and servants, and all other bodies and persons all such powers, privileges, exemptions, and immunities as may be requisite or expedient in giving effect to the purposes of the intended Act.

To empower the Company on the one hand, and any trustee, executor, administrator, receiver, manager, liquidator, or committee, or any cestui que, trust, beneficiary, or legatee of or under any existing or future deed, will, settlement, letters of administration, bankruptcy, liquidation, proceedings in lunacy, or other instrument, or proceeding whatsoever by or under which any trust is or may be created on the other hand to enter into and carry into effect agreements with respect to all or any of the matters aforesaid.

To alter, amend, and enlarge (if and so far as may be necessary for the purposes of the intended Act) the Memorandum of Association of the Company.

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

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, 1891.

REID and GUILD, W.S., 2, Thistle-court,  
Edinburgh, Solicitors for the Bill.

FOWLER and Co., 28, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Southend Gas.

(Powers to acquire additional Lands; erect New Works for the Manufacture and Storage of Gas and Residual Products; construct Jetty or Landing Stage; lay down Rails across Road; manufacture and deal in Stoves, Engines, Machinery, and other Apparatus and Appliances; Alteration of Provisions of existing Act relating to Charge for Gas and Dividends, and substitution of Provisions applying Sliding Scale; Additional Share and Loan Capital; Agreements with and Powers to Southend Local Board; Other Powers; Incorporation and Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Southend Gas 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 purchase by compulsion or agreement the land hereinafter described, or some part or parts thereof, situate at Southend, in the parish of Prittlewell, in the county of Essex (that is to say):

A piece or parcel of land, belonging or reputed to belong to Joseph Constant and in the occupation of Thomas Arnold, containing 2 acres, or thereabouts, adjoining, and on the northern side of the lands belonging to the Company on which their existing works are erected and carried on, and bounded on the east by the ditch forming the boundary between the said parish of Prittlewell and the parish of Southchurch; on the north and west by an imaginary line commencing in the said ditch at a point 290 feet, or thereabouts (measured along the said

ditch in a northerly direction) from the eastern corner of the northern boundary fence of the existing works of the Company and proceeding in a westerly direction for a distance of 280 feet, or thereabouts, and thence proceeding in a southerly direction for a distance of 290 feet, or thereabouts, to, and terminating at the western corner of the said northern boundary fence of the existing works of the Company; and on the south by the said lands and works of the Company.

2. To authorise the Company on the said land, or on any part thereof, and also on the land on which their existing works are erected and now carried on, situate at Southend, in the said parish of Prittlewell, and bounded as follows: on the east by the said ditch forming the boundary between the said parishes of Prittlewell and Southchurch; on the west by lands belonging or reputed to belong to and occupied by Samuel Porter; on the south and south-west in part by the private road of the Company, in other part by the land and works of the London and Southend Timber, Lime, and Cement Company, and in other part by a road or passage at the back of the houses called or known as Scott's-villas; and on the north by land belonging or reputed to belong to Joseph Constant; to erect, make, maintain, alter, improve, enlarge, extend, and renew and discontinue new gasworks, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, machinery and other apparatus, works and conveniences, for the manufacture, conversion, utilisation, storage, and supply of gas, and residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, and supply gas, and to manufacture, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and all other products or residuum of any materials employed in, arising or resulting from the manufacture of gas, and also meters, tubes, pipes, burners, fittings, apparatus, and other articles and things in any way connected with the supply of gas, and to erect, fit up, maintain, and let houses, cottages, and dwellings for the officers and servants of the Company.

3. To authorise the Company to make and maintain, with all proper works, lines of rails, apparatus, machinery, appliances, and conveniences connected therewith, the jetty or landing stage hereinafter described, or some part thereof, wholly situate in the parishes of Prittlewell and Southchurch, or one of them, in the said county, to be used solely for the purposes of the Company, that is to say:—

A jetty or landing stage commencing in the parish of Prittlewell, at a point at or near to the eastern end of the road at Southend called Scott's Villas-road, and 15 yards or thereabouts from and to the southward of the southern end of the private road of the Company leading from the said Scott's Villas-road to their existing gas works, and 6 yards or thereabouts from and to the eastward of the boundary between the said parishes of Prittlewell and Southchurch, and terminating in the said parish of Prittlewell at a point on the foreshore 300 feet, or thereabouts, from and to the southward of high-water mark, and near to the said boundary dividing the said parish of Prittlewell from the said parish of Southchurch.

4. To authorise the Company in connection with the said jetty or landing stage, and for the

purpose of connecting the rails proposed to be laid down thereon with rails intended to be laid down on their said private road, to lay down on and across the said road, called Scott's Villas-road, or the road in continuation thereof in an easterly direction, a line of rails on the gauge of three feet, and to use animal power only for moving carriages or trucks thereon.

5. To authorise the Company to deviate from the lines of the said works within the limits of lateral deviation to be shown on the plans, and from the levels shown on the sections hereinafter mentioned, and to purchase by compulsion or agreement, and hold and to take on lease, and to take grants of easements over lands, houses, foreshore, and other hereditaments which may be required for the purposes of the said works, or otherwise requisite or desirable for the general purposes of the undertaking of the Company, and from time to time to sell, let, or otherwise dispose of any lands, buildings, works, houses, or other property belonging to them, which may not be required for the purposes of their undertaking.

6. To empower the Company to manufacture, purchase, provide, sell, let on hire, use, deal in and fix stoves, ranges, pipes, meters, fittings, engines, machinery, apparatus, and appliances for lighting, motive power, heating, cooking, ventilating, manufacturing, agricultural, industrial, and all or any other purpose whatsoever, and to supply or work the same by means of gas.

7. To authorise the Company to levy and receive rates, rents, and charges for or in respect of the supply of gas, and for the sale and hire of stoves, engines, machinery, meters, fittings, and other articles and things; to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

8. To alter, amend, or to repeal the provisions of the Southend Gas Act, 1877, relating to the Company with reference to the limitation of price which the Company may charge for gas, and the rate of dividend on the capital of the Company, and to substitute provisions under which the rate of dividend may vary from time to time on a sliding scale in accordance with the price charged for the time being for gas.

9. To authorise the Company to increase their share and loan capital and to raise further money for the purposes of the Bill, and for the general purposes of their undertaking, by the creation of new shares of stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and if thought fit in one or more classes and by borrowing and by the creation and issue of debenture stock or by any or either of such means, and to apply to such purposes any capital or funds now belonging to them or which they have power to raise.

10. To authorise the Company and the Local Board for the district of Southend to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction of the proposed works, the purchase, acquisition, and appropriation of lands, easements, foreshore, and hereditaments for the purposes thereof, and all incidental matters, and to sanction and confirm any such contract, agreement, or arrangement made, or to be made, prior to the passing of the Bill.

11. To confer upon the Company all other rights, powers, privileges, and authorities necessary or convenient for carrying into complete and full effect the objects and pur-

poses of the Bill, to vary and extinguish all rights and privileges which would in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.

12. To incorporate with the Bill or to re-enact, with such variations, modifications, and exceptions as may be thought expedient, all or some of the provisions of, amongst other Acts, the Lands Clauses Acts, the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, and the Harbours, Docks, and Piers Clauses Act, 1847.

13. 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 Southend Gas Act, 1877, the Southend Local Board Act, 1875, and of all other Acts relating to the Company, and the said Local Board, or 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 works proposed to be authorised by the Bill and plans describing the lands and property to be purchased compulsorily under the powers of the Bill, 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 Essex, at his office at Chelmsford, and with the respective parish clerks of the parishes of Prittlewell and Southchurch 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 13th day of November, 1891.

HORSLEY and WEIGHTMAN, 1, Guildhall-chambers, Basinghall-street, London, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1892.

Woking Electric Supply Company, Limited.  
(Application for Provisional Order under the Electric Lighting Acts, 1882 and 1888, to authorise the Company to Produce, Store and Supply Electricity; Power to construct Works, break up, interfere with, and carry Electric Lines, &c., in, over, under, upon, along, or across Streets, &c.; Power to cross Basingstoke Canal; Power to manufacture, purchase, hire, and supply Meters, Lamps, &c.; Agreements between Company and Local Authorities, Companies, and others; Rates and Charges; Application of Funds; Exemption from obligation to Supply; Subdivision of area of Supply; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st December next, by the Woking Electric Supply Company, Limited, whose office is at School Board-road, Woking, in the county of Surrey (in this Notice called "the Company"), for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, for all or some of the following among other purposes (that is to say):—

1. To authorise the Company, for such period as shall be prescribed, to produce, store, supply, sell, and distribute electricity for public and

private purposes, as defined by the said Acts, within the following area (hereinafter called "the area of supply"), or some part or parts thereof (that is to say):—

The parish of Horsell, and so much of the parish of Chertsey as adjoins and lies to the eastward of the said parish of Horsell, and lies within and is bounded by an imaginary line drawn from and commencing at a point in the boundary between the said parishes of Horsell and Chertsey, 27 yards or thereabouts, measured in an easterly direction, from the eastern face of Dunford Bridge, being the bridge over the stream known as "the Bourne," passing thence in an easterly direction along the northernmost boundary of the said stream to a point therein 96 yards or thereabouts, measured in an easterly direction, from the centre of the footbridge which carries the footpath leading from Anningsley Park over that stream, thence in a south-easterly direction, in a straight line, to a point in the fence forming the northernmost boundary of Woodham-lane, 16 yards or thereabouts, measured in a north-westerly direction, from the guide post situate at the junction of Woodham-lane with the road at right angles thereto, thence in a south-easterly direction along the fence forming the easternmost boundary of the last mentioned road, to the point where the boundary between the parishes of Chertsey and Byfleet crosses the said easternmost boundary of the same road, thence in a south-westerly direction along the south-eastern boundary of the said parish of Chertsey to a point where that boundary joins the southernmost point of the boundary between the said parishes of Horsell and Chertsey, thence in a northerly direction along the boundary between the said parishes of Horsell and Chertsey to the point first hereinbefore described, all in the county of Surrey.

2. To authorise the Company to construct, provide, lay down, alter, renew, and maintain on lands belonging to, or held on lease by, or to be acquired or leased by, the Company, within the area of supply, such central and other stations and works for the generation, storage, supply, and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for the other purposes of the Order, together with all buildings, steam and other engines, machinery, apparatus, matters, and things necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter, and renew electric lines, wires, conductors, poles, mains, pipes, and other apparatus and works for the supply and distribution of electricity and electric currents, in, over, under, upon, along, or across all the streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, public passages and places, canals, and railways, within the area of supply.

3. To empower the Company, for the purposes of the said Order, to open and break up all the streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, and public passages and places within the area of supply which are repairable by the local authority of the parish, district, or place wherein they are respectively situate.

4. The streets and roads in which it is proposed that electric lines and works are to be laid down within a specified time, are the following (that is to say):—Chobham-road,

Palmerston-road, and Albany-road, or some part or parts thereof respectively.

5. To empower the Company to cross the Basingstoke Canal for the purposes of and with their electric lines and works, so far as the same is situate within the area of supply.

6. To enable the Company to take up, remove, relay, alter, or interfere with any sewers, drains, tunnels, gas or water pipes, telegraphic, telephonic, electric, and other wires and apparatus in, over, or along any of the before-mentioned streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, public passages and places, and canal, or any or either of them.

7. To authorise the Company to manufacture, purchase, hire, and supply meters, lamps, appliances, machinery, and apparatus for and in relation to the production, supply, and distribution of electricity.

8. To authorise the Company to enter upon any houses or other premises supplied by them for any purpose relative to such supply.

9. To empower the Company to enter into contracts or arrangements with local authorities, companies, and persons in reference to the supply of electricity within the area of supply or any part thereof, and the works required therefor, and in reference to any easements in, over, under, or upon any property belonging to them, or any of them, or over which they or any of them have any rights.

10. To empower the Company to make charges and levy rates, rents, and charges for the supply of electricity, and to recover the same.

11. To define and limit the prices to be charged for such supply.

12. To empower the Company to apply their capital and funds to the purposes of the Order.

13. To exempt the Company from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply, or under such conditions or circumstances as shall be specified or provided in the Order.

14. To provide, if deemed necessary or expedient, that portions of the area of supply should be included under separate Orders, for the sub-division of the area of supply, and for including the area of supply within the provisions of any other Order in such manner and subject to such conditions as the Board of Trade may approve.

15. To confer on the Company all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and any Act or Acts amending the same, and such other powers, rights, and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

16. On and after the 21st day of December next, printed copies of the Draft Order may be obtained in the said parish of Horsell at the office or residence of Mr. William Richard Roake, the parish clerk of that parish, and at the offices of the undersigned, on payment of one shilling for each copy, and, when the Provisional Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

17. Every local and other authority, company, and 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 by letter addressed to the Board of Trade, Whitehall, marked on the outside of the cover enclosing it, "Electric Lighting Acts" on or before the 15th day of January, 1892, and

a copy of such objection must also at the same time be forwarded to the undersigned.

Dated this 17th day of November, 1891.

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

In Parliament.—Session 1892.

Uttoxeter Water.

(Powers to Rural Sanitary Authority for the Rural Sanitary District of the Uttoxeter Union; Construction of New Waterworks; Acquisition of the existing Waterworks belonging to the Trustees of the Aftermath of Meadows Charity; Provisions as to Payment of Net Income of that Charity, and Anne Blount's Charity, by the Trustees to the Rural Sanitary Authority; Purchase either by Compulsion or by Agreement of Lands, Waters, &c.; Power to Rural Sanitary Authority to Supply Water within the Town and Parish of Uttoxeter, and neighbourhood; to enter into Agreement with Public and Local Bodies; to Levy Rates; Apply and Borrow Moneys; other Powers; Amendment or Incorporation and Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Rural Sanitary Authority for the rural sanitary district of the Uttoxeter Union, in the county of Stafford (hereinafter referred to as "the Sanitary Authority") and by the trustees of the Aftermath of Meadows Charity (hereinafter referred to as "the Trustees") or by one of such bodies, for an Act for all or some of the following purposes (that is to say):—

1. To authorise the Sanitary Authority to supply water for domestic, trading, sanitary, public, and other purposes within the town and parish of Uttoxeter, in the county of Stafford, and within such other parishes or such parts of other parishes, situate in the said county, or the county of Derby, and within the said district, as may be defined in the Bill, and to confer upon the Sanitary Authority the powers hereinafter mentioned.

2. To make provision for vesting in the Sanitary Authority in trust for the town or parish of Uttoxeter, or otherwise, all the estate, interest, rights, and powers of the trustees or of the official trustee of charity lands, in or in relation to lands, waters, reservoirs, pipes, apparatus, and appliances, already acquired, constructed, or used for or in relation to the supply of water to all or any part of the town or parish of Uttoxeter.

3. To authorise the Sanitary Authority and the trustees to enter into and carry into effect agreements for or with reference to such sale, purchase, transfer, and vesting, and to sanction and confirm any agreement made, or which prior to the passing of the Bill may be made for or with reference thereto.

4. To authorise the Sanitary Authority to maintain, alter, renew, enlarge, extend, improve, take up, or discontinue all or any of the existing works of the trustees, and from time to time to construct and maintain additional works for the purposes of their water supply.

5. To make provision if necessary in the intended Act for the payment by the trustees of the net income of the said Aftermath of Meadows Charity to the Sanitary Authority in trust for the said town or parish, or otherwise, in relation to water supply, and for the payment by the trustees of Anne Blount's Charity of any income now

applicable in like manner as such net income to the Sanitary Authority in trust as aforesaid.

6. To authorise the Sanitary Authority to make, maintain, vary, extend, or enlarge all or any of the works hereinafter described, some or one of them, that is to say:—

Work No. 1.—The following works to be situate in the parish of Bramshall, in the county of Stafford, namely, intake works for the purpose of abstracting water from Bramshall Spring, situate in the wood numbered 331 on the  $\frac{1}{2500}$  Ordnance Map of the said parish; also intake works for the purpose of abstracting water from certain land drains having outlets at the north corner of field numbered 330, and at the south-east corner of field numbered 332 on the said map, together with the compensation work, also situate at the north corner of the said field numbered 330 as aforesaid; also an intake pipe from the said springs and land drains to work No. 2 next hereinafter described. The whole of the above works being situate on lands belonging to Lord Willoughby de Broke, and in the occupation of the executors of the late Mr. William Perkin.

Work No. 2.—A covered service reservoir with appurtenant works, to be situate in the parish of Bramshall aforesaid, on the south side of field numbered 343 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, on land belonging to Lord Willoughby de Broke, and in the occupation of the executors of the late Mr. William Perkin.

Work No. 3.—Intakes and intake pipes to be situate in the parish of Somershall Herbert, in the county of Derby, for the abstraction of water from four springs known as the Somershall Herbert springs, situate in fields in the last-mentioned parish, numbered 80, 82, 97, 98, 108, 109, 110 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, belonging to Lord Vernon, and in the occupation of Lord Vernon, Francis William Bott, Esq., Mr. George Frederick Bowden, and Mr. Thomas Pakeman; and the conveyance of the same water by a conduit or line of pipes to Work No. 4 next hereinafter described.

Work No. 4.—A settling pit or small reservoir, situate in the said parish of Somershall Herbert, in the county of Derby, at the south-west end of field numbered 96 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, belonging to Lord Vernon, and in the occupation of Mr. George Frederick Bowden.

Conduit No. 5.—An aqueduct, conduit, or line of pipes, commencing in the said parish of Bramshall, in the said intended service reservoir, hereinbefore described as Work No. 2, on the east side thereof, passing thence from and through the said parish of Bramshall and the town and parish of Uttoxeter, in the county of Stafford, and thence through the parishes of Doveridge and Somershall Herbert, in the county of Derby, and terminating in Work No. 4. lastly hereinbefore described, at the west side thereof.

Together with all necessary and proper roads, embankments, approaches, engines, pumps, filterbeds, tanks, wells, banks, walls, stand pipes, drains, sluices, dams, byewashes, weirs, gauges, outlets, outfalls, discharge pipes, adits, catchwaters, shafts, tunnels, aqueducts, culverts, cuts, channels, conduits, mains, pipes, junctions, buildings, apparatus, and other works and conveniences

in connection with or incidental to the before-mentioned works, or any of them.

7. To authorise the Sanitary Authority to purchase and acquire by compulsion or by agreement, lands, way leaves, water leaves, and easements for the purposes of the existing or intended works, and to sell, exchange, or let, any superfluous lands, and any structures thereon, the proceeds to be held in trust for the town or parish of Uttoxeter in relation to water supply, and to collect, divert, impound, take, appropriate, and use for the purposes of the said works, all such springs, streams, and waters as are, or will, or may be taken, or intercepted by the said works, or as may be found in or under any of the lands of the Sanitary Authority, to be acquired under the Bill, or the powers thereof, or over which they may acquire easements.

8. To authorise the Sanitary Authority to lay down, maintain, take up, discontinue, alter, repair, and renew mains, pipes, culverts, waterworks and apparatus in, through, along, under, across, and over, and for that purpose, to break up and interfere with highways, streets, roads, streams, sewers, pipes, canals, paths, and railways, and to exercise all rights and powers usually conferred for purposes of or in relation to water supply.

9. To empower the Sanitary Authority to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans and sections to be deposited as hereinafter mentioned, or to be defined in 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 Consolidation Act, 1845, with reference to the temporary occupation of lands near the railway.

10. To make provision for compensating persons entitled to or interested in the supply of water of or from the springs, streams, and waters intercepted by the said works, and to require them to accept compensation in water for the intercepting thereof.

11. To empower the Sanitary Authority to supply water by measure or otherwise, and to sell, or to let, or provide on hire, cisterns, tanks, meters, fittings, and other apparatus.

12. To confer upon the Sanitary Authority all needful powers for preventing the water delivered or supplied from time to time by them from being fouled or wasted, and for preventing any interference with their water or their works.

13. To enable the Sanitary Authority to defray out of such fund or rate as the Bill may define expenses incurred by the Sanitary Authority under the intended Act, and to raise moneys for the purposes of the intended Act charged upon such fund or rate, and to levy and recover charges, rates, or rents for the use of water, and of meters, and other appliances.

14. To empower the Sanitary Authority to enter into and carry into effect special contracts for the supply of water, in bulk, or otherwise, with corporate or other bodies, or persons whether within, or beyond the limits of supply, and to vary or rescind any such contracts; and the intended Act will confer all necessary powers in that behalf upon all such bodies, and persons, and will enable them to raise or apply for the purposes of such contracts the necessary funds, and levy the necessary rates.

15. The Bill will vary and extinguish all such rights and privileges as would in anywise interfere with the objects of the Bill, and it will incorporate with itself the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation

Act, 1845, and the Waterworks Clauses Act, 1847, and 1863, and any Act or Acts amending those Acts respectively.

Duplicate plans and sections of the proposed waterworks, and of the lands and other property in or through which they will be made, or which may be required for the purposes thereof, together with a book of reference to the plans, and a copy of the 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 Stafford, at his office at Stafford; also with the Clerk of the Peace for the county of Derby, at his office at Derby; and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes and union respectively in or through which the intended works are intended to be made, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode; with the clerk to the guardians of such union, at his office.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 16th day of November, 1891.

FRANK SUTTON HAWTHORN, Uttoxeter,  
Clerk to the Sanitary Authority and  
Solicitor for the Bill.

EDWARD WALMSLEY, 25, Abingdon-  
street, Westminster, London, S.W.,  
Parliamentary Agent.

In Parliament.—Session 1892.

Rhymney Valley Gas and Water.

(Incorporation of Company; Construction of Waterworks and Supply of Water to certain Parishes and Places in the Counties of Glamorgan and Monmouth; Compulsory Purchase of Lands; Limits for supply of Gas and Water; Rates, Rents and Charges; Purchase of Undertaking of the Bargoed Gas and Water Company (Limited); Purchase of Undertaking of the Hengoed Gas and Water Company (Limited); Dissolution and Winding Up of Limited Companies; Agreements with Local Authorities and others; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company and to authorise the Company so to be incorporated (hereinafter called "the Company") to construct the works, exercise the powers, and effect the objects following, or some of them, that is to say:—

To provide a sufficient supply of water to and within all or some part or parts of the parishes of Gelligaer and Llanfabon, in the county of Glamorgan and the parishes of Bedwellty, Mynyddislwyn and township of Bedwas Upper, in the parish of Bedwas, in the county of Monmouth, including the watershed of the Rhymney River southward of the Brithder Colliery pit and the watershed of the Bargoed Rhymney River south of Troedyrhiw Jestyn, and for that purpose to make and maintain the works next hereinafter described, with approaches, fences, excavations, embankments, tanks, sluices, culverts, conduits, pipes, channels, adits, borings, darts, weirs, drains and other conveniences and appliances connected therewith respectively, viz:—

1. A tank (No. 1) in the enclosure numbered

848 on the 25-inch Ordnance map of the parish of Gelligaer, such tank to be situate 30 yards or thereabouts, measured in a southerly direction, from the south-western corner of the enclosure numbered 846 on the said map.

2. A conduit (No. 1) commencing in the before-described tank (No. 1), thence passing from, in, through or into the parish of Gelligaer, in the county of Glamorgan, and the parish of Bedwellty, in the county of Monmouth, and terminating in the last-mentioned parish at a point on the public road immediately opposite, and near to the western side of the bridge at Fleur-de-lis carrying the said Brecon and Merthyr Railway over the said public road.
3. A tank (No. 2) wholly in the said parish of Gelligaer, to be situate in a quarry 135 yards or thereabouts, measured in a south-easterly direction, from Deri House, at Deri, and 90 yards or thereabouts, measured in a north-easterly direction, from the Baptist Chapel at Deri.
4. A conduit (No. 2) wholly in the said parish of Gelligaer, commencing in the above-mentioned tank (No. 2), and terminating by a junction with the Conduit No. 1 before described, at a point 33 chains or thereabouts, measured along the course of that conduit, from its commencement, and 17 yards or thereabouts, measured in a north-easterly direction, from the centre of the bridge carrying the public road over the Bargoed Rhymney River at Deri.
5. A tank (No. 3) wholly in the said parish of Gelligaer, to be situate 18 yards or thereabouts, measured in a north-easterly direction, from the south-eastern corner of the enclosure numbered 873 on the 25-inch Ordnance map.
6. A conduit (No. 3) wholly in the said parish of Gelligaer, commencing in the Tank No. 3 before described, and terminating by a junction with the intended Conduit No. 1 at a point on the public road leading from Deri to Aber Bargoed, 110 yards or thereabouts, measured in a south-westerly direction, from the south-eastern corner of the said enclosure numbered 873 on the 25-inch Ordnance map.
7. A conduit (No. 4) wholly in the said parish of Llanfabon, commencing in Llanbradach Brook, at a point 36 yards or thereabouts, measured in a north-westerly direction, from the south-western corner of the enclosure numbered 1,009 on the 25-inch Ordnance map, and terminating in the filter beds hereinafter described, at a point 70 yards or thereabouts, measured in a northerly direction, from the south-western corner of the aforesaid enclosure numbered 1,009 on the Ordnance map.
8. Two filter beds and a service tank, wholly in the said parish of Llanfabon, commencing at the termination of Conduit No. 4, before described, in the enclosure numbered 994 on the 25-inch Ordnance map, and terminating at a point on the south-eastern side of Llanbradach Brook, 117 yards or thereabouts, measured in a northerly direction, from the south-western corner of the aforesaid enclosure numbered 1,009 on the 25-inch Ordnance map.
9. A conduit (No. 5) commencing in the said parish of Llanfabon, in the last-described service tank, thence passing from, in, through and into the parish of Llan-

fabon, in the county of Glamorgan, and the township of Bedwas Upper, in the parish of Bedwas, and the parishes of Mynyddislwyn and Bedwellty, in the county of Monmouth, and terminating in the last-named parish by a junction with Conduit No. 1, at the termination thereof above described.

10. A conduit (No. 6) situate wholly in the said parish of Llanfabon, commencing by a junction with Conduit No. 5, before described at a point on the main public road, opposite and near to Ystrad Mill, and terminating at a point on the same main public road, opposite the northern corner of the enclosure numbered 1,193 on the 25-inch Ordnance map of the above parish.

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

To cross, open, break up, alter, divert or stop up, temporarily or permanently, streets, roads, highways, footpaths, bridges, rivers, streams, water-courses, sewers, drains, canals, railways, tramways, pipes and tubes, within all or any of the parishes and places aforesaid, with which it may be necessary or expedient to interfere for the purposes of the intended works or any of them.

To purchase and acquire lands and other property by compulsion or agreement, and to acquire any estate, right or easement in or over lands, springs, streams, waters and other hereditaments in the aforesaid parishes and places for the purposes of the intended works or of the Bill; and to vary or extinguish any rights or privileges connected with any such lands, springs, streams, waters or hereditaments.

To supply water for domestic, sanitary and trade purposes to and within the following or some of the following parishes and places, viz.:— So much of the watershed of the Valley of the Rhymney River lying to the south of the Cefn Brithder Colliery pit within the parishes of Gelligaer and Llanfabon, in the county of Glamorgan, and the parishes of Bedwellty, Mynyddislwyn and township of Bedwas Upper, in the parish of Bedwas, in the county of Monmouth, and so much of the watershed of the Bargoed Rhymney River as lies to the south of Troedyrhiw Jestyn, in the parish of Gelligaer, in the county of Glamorgan.

To manufacture and supply gas for public and private lighting, and for heating and cooking purposes and motive power, and other purposes within the before mentioned water limits, and the district heretofore supplied or authorised to be supplied by the Bargoed Gas and Water Company (Limited) and the Hengoed Gas and Water Company (Limited).

To empower the Company to supply and require their customers to take water by meter, and to authorise the Company to provide and sell meters or let them on hire.

To authorise the Company to demand, take and recover rates, rents and charges for the supply of water, and for the hire of meters, and to confer, vary or extinguish exemptions from the payment of rates, rents and charges.

To authorise the transfer to and purchase by the Company of the gas undertaking, works, mains, pipes, lands, gasholders, gasworks, contracts, agreements, powers, rights and privileges at Bargoed of and belonging to the Bar-

goed Gas and Water Company (Limited), and also of the waterworks undertaking (if any) belonging to the same limited Company, and also to authorise the transfer to and purchase by the Company of the gas undertaking, works, mains, pipes, lands, gasholders, gasworks, contracts, agreements, powers, rights and privileges at Hengoed of and belonging to the Hengoed Gas and Water Company (Limited), and also of the waterworks undertaking (if any) belonging to the same limited Company upon such terms and conditions, pecuniary and otherwise, as have been, or may be, agreed upon or as may be determined by arbitration, and the Bill will confer upon the Company and the said limited Companies respectively all necessary powers for effectuating such transfer and sale, and vest the said undertakings with all the powers, rights, privileges and authorities of the transferors in the Company, and enable the transferors, or any of them, to accept and hold shares or stock or other securities of the Company, and sanction, confirm and give effect to any agreements made, or to be made, for any of the aforesaid purposes, and the Bill will or may provide for the winding up and dissolution of the Bargoed Gas and Water Company (Limited) and the Hengoed Gas and Water Company (Limited).

To enable the Company, subject to the provisions of the Bill and except as therein may be expressed or excepted, to collect, impound, take, use, divert and appropriate for the purposes of the proposed waterworks and water undertaking, all such streams, springs and waters as will, or may be, intercepted by the intended works, or as may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements or other rights, and especially the waters of the streams and brooks called Ysgwyddgwyn and Deri Springs, in the said parish of Gelligaer, and Llanbradach Brook, in the said parish of Llanfabon.

To authorise the Company to enter into and carry into effect contracts and arrangements with the Bargoed Gas and Water Company (Limited), the Hengoed Gas and Water Company (Limited), and with any County Council, local or sanitary authority, railway or other company, bodies, and persons within or beyond the limits of supply, for a supply of water in bulk or otherwise from the works of the Company, and for a supply of gas for lighting public lamps, buildings and places, and to vary or rescind any such contracts or arrangements, and to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto; and the Bill will confer all necessary powers in that behalf upon the said limited Companies, and County Councils, local and sanitary authorities, railway and other companies, bodies and persons, and will enable all parties to any such contract or arrangement to apply for the purposes thereof any funds or moneys which they have raised or have power to raise under any Act of Parliament or otherwise.

To make special provisions for the protection of the works, property and water supply of the Company, and for defining and regulating such supply, and for preventing frauds and abuses and waste and contamination of water, and for imposing penalties in respect of all or any such matters.

To acquire, hold and use patent rights or licenses, or authorities under letters patent for the use of inventions relative to the manufac-



ture, conversion, utilisation or distribution of gas, or other means of artificial lighting, and of residual products, and to manufacture, provide, sell and supply any cooking or heating apparatus, engines, machinery, fittings, appliances and other things relating to the business of the Company.

The Bill will, or may, vary, or extinguish all rights and privileges which may interfere with the objects thereof, or any such contracts, agreements, or arrangements as aforesaid, and confer other rights and privileges, and it will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and the Gasworks Clauses Acts, 1847 and 1871.

To deal in, sell and dispose of gas, and also coal, lime, coke, tar, chemicals and other residual and manufactured products, and other matters and things, and to carry on the business usually carried on by gas companies, and to manufacture, purchase or hire, and supply gas meters, fittings, and other apparatus, and the Bill will empower the Company to demand, take and recover rates, rents and charges for the sale and supply of gas, and for the sale and hire of stoves, gas meters and fittings, and other apparatus supplied or let by them.

And notice is hereby 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, lines 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 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 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 of such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of an 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, 1891.

FRANK JAMES and SONS, 24, Duke-street, Cardiff, Solicitors.

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

In Parliament.—Session 1892.

Lambourn Valley Railway.

(Revival and Extension of Powers for Completion of Works and Opening of the Authorised Railway, Alteration and Increase of Share and Loan Capital; Amendment of Acts.)

NOTICE is hereby given that the Lambourn Valley Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some of them, viz. :—

To revive and extend the powers for the construction and completion of the Railway and Works granted by the Lambourn Valley Railway Act, 1883, the Lambourn Valley Railway

Act, 1888, and the certificate granted by the Board of Trade, under the Railways Powers and Construction Acts, dated 1890.

To define and regulate and increase the share and loan capital of the Company, and authorise the Company to attach a preferential dividend to any new share capital, or to a portion of their authorised share capital, and to borrow further money on mortgage, or raise the same by the creation and issue of debenture stock.

To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the Bill, and to confer other rights and privileges. The Bill will incorporate the necessary provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, and the Railway Clauses Act, 1863, and will or may alter some of the provisions of the Lambourn Valley Railway Acts, 1883 and 1888, and the before-mentioned certificate of the Board of Trade of 1890.

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, 1891.

LE BRASSEUR and OAKLEY, 12, New-court, Lincoln's-inn, Solicitors.

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

In Parliament.—Session 1892.

Twoch and Tawe Valleys Railway.

(Incorporation of Company; Power to construct Railway in Parish of Llanguicke, Glamorgan-shire; Compulsory purchase of Lands; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Tolls; Purchase of Lands and construction of Station at or near Junction of Gwaun-cae-Gurwen; Colliery Branch with Swansea Vale Railway; Power to acquire that Colliery Branch and adapt and work same as a Railway; Running Powers over parts of Swansea Vale Railway; Power to acquire and work Branch Railways and Sidings forming Junctions with such parts of Swansea Vale Railway; Provisions as to providing Signals, &c., on parts of that Railway, and working same on Block System; Revival of provisions as to doubling Swansea Valley Railway between Gurnos Junction and Swansea; Working and other Agreements with Great Western Railway; 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 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 a railway upon, or partly upon the site of the existing siding of the United Anthracite Collieries, Limited (hereinafter called "the Limited Company"), commencing at the southern end of such existing siding at or near the Collieries of the Limited Company, and terminating at or near the existing junction of that siding with the Swansea Vale Railway, which intended Railway will be situate wholly in the parish of Llanguicke, otherwise Llanciwg, in the county of Glamorgan.

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

as may be authorised by, or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

3. To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, wires, sewers, canals, towing paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus within the parish aforesaid, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or of any of them, or of the Bill.

4. 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 of the Bill, and easements or rights in, over, or affecting lands, tenements, and hereditaments, 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 part of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and property or parts thereof so taken.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended Railway, and upon or in respect of the portions of Railway Stations and Works hereinafter mentioned belonging to the Midland Railway Company, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such portions of Railway Stations and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company to purchase, by compulsion or otherwise, certain lands in the said parish of Llanguicke, otherwise Llanciwg, aforesaid, situate at or near the Junction of the Gwaun-cae-Gurwen Colliery Branch siding with the Swansea Vale Railway, and to make and maintain on the said land a Station for passenger, goods, mineral, cattle, and other traffic.

7. To enable the Company to acquire by agreement or otherwise, the said Gwaun-cae Gurwen Colliery Branch, and to adapt the same for and to maintain, use, and work the same as a line for the carriage of passengers and other traffic, in addition to mineral traffic.

8. To empower the Company and any Company or persons for the time being working or using the Railway proposed to be authorised by the Bill, 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 following portions of the Swansea Vale Railway, and other Railways of the Midland Railway Company (that is to say):—

(a) Between the Brynamman terminal Station of the Swansea Vale Railway and the Gurnos Junction together with the said terminal Station at Brynamman and the Junction at or near Brynamman between the Great Western Railway and the said Swansea Vale Railway.

(b) The Caellian branch of the said Swansea Vale Railway.

(c) Between the junction of the Varteg or Wernplymis Colliery Siding with the said Swansea Vale Railway and Gurnos Junction aforesaid.

(d) The several branch lines or sidings of the Midland Railway Company leading from the said Swansea Vale Railway to the Yniscedwyn Iron Works.

(e) Between Gurnos Junction and Ystalyfera Station.

(f) The branch line or sidings leading to the Ystalyfera Iron Works.

(g) Between Ystalyfera Station and Swansea, both via Sixpitt Junction and Morryston Junction.

Together with the said several stations and junctions above mentioned, 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.

9. To enable the Company to purchase and acquire by agreement and hold work and use any branch railways or sidings forming junctions with any of the portions above described of the said Swansea Vale Railway.

10. To require the Midland Railway Company to erect and maintain all such signals, switches, signal boxes, appliances, and other matters and things as may be necessary or convenient for the working of the parts hereinbefore mentioned of the Swansea Vale Railway in accordance with the requirements for the time being of the Board of Trade in the case of railways worked on the block system, and to work the said parts of the said Railway upon the last-mentioned system accordingly, or to enable the Company to erect and maintain such signals, switches, signal boxes, appliances, matters, and things, as aforesaid, at their own expense, or at the expense of the Midland Railway Company, or upon such terms and conditions as the Bill may prescribe, and to require the Midland Railway Company to maintain the same when erected.

11. To require the Midland Railway Company within such period as may be specified in that behalf in the Bill or as Parliament may prescribe to carry out the obligation imposed upon them by Section 16 of the Midland Railway (Swansea Vale Railway Lease) Act, 1874, of doubling certain Railways of that Company which lie between Gurnos Junction and their terminus at Swansea.

12. To empower the Company on the one hand and the Great Western Railway Company 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 Great Western Railway Company of the Railways and works of the Company 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 either of them, the supply and maintenance of engine stock and plant, the fixing, collection, payment appropriation, apportionment and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to confirm any agreements which have been or may be, made touching any of the matters aforesaid.

13. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might, in any way, interfere with its objects, and will confer other rights or privileges.

14. 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 local and personal Acts hereinafter mentioned, or some or one of them (that is to say):—7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company or their undertaking; and 5 and 6 William IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway 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 railway 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 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 Glamorgan, at his office at Cardiff, and that on or before the said 30th day of November a copy of the said plans, sections, and Book of Reference and of this Notice will be deposited for public inspection with the Parish Clerk of the said parish of Llangwicke, otherwise Llanciwg, at his residence.

Printed copies of the intended 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 18th day of November, 1891.

B. F. FRENCH, 51, Crutched-friars, E.C.,  
Solicitor for the Bill.

REES & FRERE, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Falmouth, Penryn, and Flushing Bridge, Dam, and Tidal Basin.

(Incorporation of Company; Construction of Bridge or Dam over Penryn River connecting Falmouth and Penryn with Flushing with Approach Roads on both sides; Compulsory Purchase of Lands; Powers to Limited Owners; Agreements with and Contribution by Corporations of Falmouth and Penryn, and other Bodies and Persons; Power to Levy Tolls, Rates, and Duties on Vessels and Barges, and for Passengers, Animals, and Vehicles; Exemption from Payment of Tolls, Rates, and Duties, Bye-Laws, Leasing of Dam or Bridge Undertaking, or of the Tolls, Rates, and Duties; Incorporation of Parts of the Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts; and Other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill, and to pass an Act to effect the purposes, or some of the purposes following (that is to say):

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to make and maintain a bridge for passenger and vehicular traffic, and approach roads, with dam and gates hereinafter described, with all proper fences, drains, sluices, channels, mooring posts, walls, piers, dolphins, machinery, culverts, footpaths, toll-gates, toll-houses, and other buildings, works, and conveniences connected therewith, all in the county of Cornwall (that is to say):

1. A dam and bridge across the Penryn River, to be situate wholly in the parishes of Budock and Mylor, connecting Falmouth and Penryn with Flushing, which dam and bridge will commence at or about high-water mark on the southern foreshore of the Penryn River at the north end of the pier known as Saw Mill Pier, in the parish of Budock, and will terminate at or about high-water mark on the north side of the Penryn River aforesaid, in the parish of Mylor, at a point distant 15 chains, or thereabouts, measured in a straight line in a westerly direction from the north-east corner of the northern slip of the Little Falmouth Docks.

2. An approach road (No. 1) wholly situate in the parish of Mylor, commencing at the termination of the northern end of the dam and bridge hereinbefore described, continuing in a north-easterly direction towards the public road leading from Mylor Bridge to Flushing, and terminating at a point on the same public road, where the occupation road from Little Falmouth Docks joins the said public road from Mylor Bridge to Flushing.

3. An approach road (Approach Road No 2) wholly in the parish of Budock, commencing in the public road leading from Falmouth to Penryn, at a point in that road distant 1 chain, or thereabouts, measured in a straight line in a northerly direction from the north-west corner of Tehidy-terrace, and terminating by a junction with the said dam and bridge, hereinbefore described, at the south end or commencement thereof, as hereinbefore described.

To deepen, dredge, scour, cleanse, alter, and improve from time to time the bed, shores, and banks of the Penryn River, at and near the sites of the proposed works.

To empower the Company to deviate in the construction of the said bridge, approach roads, and works, from the lines and levels thereof, as shown upon the deposited plans and sections hereinafter mentioned.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all roads, footpaths, towing-paths, rivers, streams, culverts, and drains, within or adjoining the before-mentioned parishes, which it may be necessary to cross, stop up, alter or divert in executing the purposes of the Bill.

To empower the Company to purchase or acquire, by compulsion or agreement, and to hold and use, permanently or temporarily, lands, houses, and buildings, and easements therein, in the parishes aforesaid, for the purposes of the Bill.

To erect and set up hydraulic and other machinery, works, and conveniences.

To provide or enact that the said bridge, dam, approach roads, and works shall be deemed to be the improvement of land within the meaning of the Improvement Land Act, 1864, and to confer upon any tenant for life, or any person or body 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 maintenance of the said bridge, dam, approach roads, and other works, the powers conferred by the last-mentioned Act upon landowners as defined therein.

To make provision for the repair and maintenance of the said bridge, and dam, and approach roads, respectively, and the works connected therewith or part or parts thereof, by the bodies or persons liable to the repair of the highways in the parishes in which the same are respectively situate, or by such other bodies or persons as may be

prescribed or provided for by the Bill in that behalf.

To authorise the Company on the one hand, and the mayor, aldermen, and burgesses of the borough of Falmouth, and the mayor, aldermen, and burgesses of the borough of Penryn, or either of them (hereinafter called "the Corporations"), or any other body or corporation having a conservancy or other authority in the said Penryn River on the other hand, to enter into and carry into effect contracts and agreements for and in relation to the lease, sale, and transfer of the whole, or any part, of the undertaking, and powers of the Company to the aforesaid Corporations, or persons, or one of them, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as may be prescribed or authorised by the Bill, and to confirm any such contracts and agreements which may have been, or may be, entered into prior to the passing of the Bill.

To authorise and enable owners, lessees, and occupiers of lands in the borough of Falmouth and Penryn, or in the aforesaid parishes of Budock and Mylor, the justices and any other public body, committees, or any other persons or person to subscribe and contribute towards and to hold shares in, or to guarantee interest upon, the capital or debenture debt of the Company, and to apply their, his, or her corporate or other funds, moneys, rates, revenues, or income for that purpose, and to raise money for the like purpose on the security of their, his, or her property or revenues, or of any rates, tolls, dues, or charges to which they, he, or she are entitled.

To empower the Company to levy, demand, and recover tolls, rates, dues, and charges upon or in respect of vessels and barges using or passing through the proposed bridge or dam, and upon or in respect of passengers, animals, and vehicles using the intended dam and bridge, approach roads and other works, or some of them, or in respect of any services to be rendered or performed by the Company, or their agents or servants, and to grant exceptions from and to compound for the payment of tolls, rates, and charges.

To appoint and remove officers and servants, and the Bill will or may prescribe and define the limits within which such officers and servants may exercise the powers respectively conferred upon them.

To make and enforce bye-laws, rules, and regulations for the management, use, and safety of, and for the control and regulation of the persons, vessels, barges, and boats using or passing through or frequenting or resorting to the proposed works or conveniences, or any lands of the Company and of foot passengers using, and the vehicular traffic across the proposed bridge or dam, and to impose, enforce, and recover penalties for the breach or non-observance of any of such bye-laws, rules, and regulations.

To empower the Company to let or lease the bridge and dam undertaking, and the tolls, rates, and charges to be levied in respect thereof.

To vary or extinguish all rights and privileges connected with the land, houses, and buildings to be purchased or taken for the purposes of the Bill, or which would in any manner interfere with the objects of the Bill, and to confer, vary, or extinguish other rights and privileges.

To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, any local or personal Act of

Parliament relating to the harbour of Falmouth, or to the harbour of Penryn, or relating to or affected by the objects of the Bill, or any of them.

The Bill will or may incorporate, and with or without alterations or modifications, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, and the Acts amending that Act, the Lands Clauses Acts, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads, and to the temporary occupation of lands, and the Harbours, Docks, and Piers Clauses Act, 1847.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the intended bridge, dam, approach roads, and other works, showing the lines 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 with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, and also with the parish clerks of the said parishes of Budock and Mylor, at their respective residences.

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, 1891.

WILLIAMS and NEVILLE, 23, Austin Friars,  
E.C., Solicitors.

BATTEN, PROFFITT, and SCOTT, 32, Great  
George-street, Westminster, Parlia-  
mentary Agents.

In Parliament.—Session 1892.

Caledonian Railway (Dumbarton and Balloch  
Joint Line, &c.).

(Power to Caledonian, North British, and Lanarkshire and Dumbartonshire Railway Companies to Construct Railways and Road; Acquisition of Lands; Tolls; Agreements as to Railways; Transfer and Working thereof; Transfer and Vesting of North British Railway Company's Line between Dumbarton and Balloch to and in the North British and Caledonian Railway Companies jointly; Joint Committee; Tolls on Joint Line; Use of Joint Line by those Companies; Working of Joint Line by North British and Caledonian Companies; Payments and Allowances in Respect of same; Acquisition of Loch Lomond Steamboats by those Companies; and Power to North British and Caledonian Companies to Work and Use Steamboats on Loch Lomond; Running Powers to Caledonian Railway Company over Portions of Forth and Clyde Junction Railway, and to North British Railway Company over Portion of Glasgow and Paisley Joint Line; Transfer to Caledonian Railway Company and Glasgow and South-Western Railway Company, or to those Companies and North British Railway Company of Powers conferred upon Clyde Navigation Trustees, with Reference to Railway Authorised by Clyde Navigation Act, 1891, and Agreements with reference thereto; Making and Confirmation of Agreements; Extension and Application of Working Agreements; Extension of Time for Completing Cathcart District Railway; Additional Capital; Incorporation and Amendment of Acts; and Other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill (hereinafter called "the Bill") for

all; or some of the following, among other purposes (that is to say) :—

To empower the Caledonian Railway Company (herein called "the Caledonian Company"), the North British Railway Company (herein called "the North British Company"), and the Lanarkshire and Dumbartonshire Railway Company (herein called "the Dumbartonshire Company"), or any of them, to make and maintain the railways and road hereinafter described, or some of them, or some part or parts thereof, and all proper junctions, stations, sidings, roads, approaches, and other works and conveniences connected therewith, viz. :

(1.) A railway (No. 1) to form a junction between the authorised Railway No. 1 of the Dumbartonshire Company and the Caledonian and Dumbartonshire Junction Railway of the North British Company at Dumbarton, commencing by a junction with the authorised Railway No. 1 of the Dumbartonshire Company, at a point 56 yards, or thereabout, measured in a south-westerly direction from the centre of the bridge, carrying the road or highway from Dumbarton to Glasgow over Gruggie's Burn, and terminating by a junction with the said railway of the North British Company, at a point about 656 yards, measured along that railway, in an easterly direction, from the centre of the booking office at the North British Company's present passenger station at Dumbarton.

Which intended Railway No. 1, 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 parishes of Old Kilpatrick and Dumbarton and royal burgh of Dumbarton, in the county of Dumbarton.

(2.) A railway (No. 2), to be wholly situate in the royal burgh and parish of Dumbarton, in the county of Dumbarton, commencing by a junction with the North British Company's Caledonian and Dumbartonshire Junction Railway, at a point thereon 200 yards, or thereabouts, measured eastwards along the said railway from the centre of the bridge carrying the said railway over College-street, Dumbarton, and terminating at a point in the yard of Messrs. Denny and Company, 130 yards, or thereabouts, measured in a south-easterly direction from the east end of the viaduct carrying the North British Company's Caledonian and Dumbartonshire Junction Railway over the river Leven.

(3.) A railway (No. 3) to be situate in the parishes of Cardross and Dumbarton, and royal burgh of Dumbarton, in the county of Dumbarton, commencing in the parish of Cardross by a junction with the North British Company's Caledonian and Dumbartonshire Junction Railway, at a point on that railway, 110 yards, or thereabouts, measured in a southerly direction from the centre of the bridge carrying the public road from Dumbarton to Renton over said railway, and terminating in the parish and royal burgh of Dumbarton, on the north side of the towing path formed along the bank of the river Leven, at a point 110 yards, or thereabouts, measured in a south-easterly direction from the south-west corner of the joiner's shed at Cordale printworks.

(4.) A road, to be wholly situate in the parish and royal burgh of Dumbarton, in the county of Dumbarton, commencing by a junction with High-street, Dumbarton, known as Artizan-place, at a point 60 yards, or thereabouts, measured in a south-westerly direction from the centre of the bridge, carrying the North British Company's

said Caledonian and Dumbartonshire Railway over the said street or continuation thereof, and terminating by a junction with Church-street, Dumbarton, at a point 65 yards, or thereabouts, measured in a south-easterly direction from the centre of the North British Company's said booking office at Dumbarton Station.

To empower the Caledonian Company, the North British Company, and the Dumbartonshire Company, or any of them, to exercise in the construction of the said intended railways and road, all or some of the following, among other powers (that is to say) :

(a) To deviate laterally and vertically from the lines and levels of the said intended railways, roads, and works, as shown on the plans and sections hereinafter mentioned, to such an extent as will be defined thereon, or be prescribed by the Bill.

(b) To cross, stop up, alter, appropriate, and divert, temporarily or permanently, all streets or places, roads, footways, railways, tramways, sidings, passages, sewers, drains, rivers, streams, watercourses, telegraphic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, stop up, alter, appropriate or divert, for the purpose of the intended railways, and road and works connected therewith; and the Bill will or may provide that the said intended road or any altered, diverted, or substituted portions of road which may be constructed under the powers of the Bill shall, in all respects, form parts of or substitutes for the existing roads, and shall be maintained and managed by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

(c) To purchase, lease, feu, or otherwise acquire, by compulsion, or by agreement, and to enter upon, take, and use, temporarily and permanently, for the purposes of the said intended railways and road, and of the works connected therewith, lands, houses, and other property in the parishes before-mentioned, and also rights of easement or servitude, and other rights in or over lands, houses, or other property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

(d) To levy tolls, rates, duties, and charges on, and in respect of the use of, the said intended railways and works connected therewith, and the conveyance or accommodation of traffic thereon or thereat, and to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, duties, and charges.

To repeal, modify, or alter, as respects the said intended railways and road, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, and other matters pertaining to the construction of a railway or road, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of buildings and manufactories, and to provide that it shall not be necessary for the Caledonian Company, the North British, or the Dumbartonshire Company to purchase the whole of any house or other building or manufactory, or other premises where part only is required for the purposes of the Bill, and to confer on those companies, or any of them, all usual and necessary powers in connection with the construction, maintenance, and use of such railways and roads.

To empower the Caledonian Company, the North British Company, and the Dumbartonshire Company, or any of them, to enter into and carry into effect and to rescind agreements as to the construction, maintenance, working, and use of, and as to defraying the costs of the said intended railways and road and works connected therewith, and of the junctions of said railways with the railways of the Dumbartonshire Company, and of the North British Company; and to provide, if thought fit, for the transfer of the said Railway No. 1, if made by the Caledonian Company and the North British Company, or either of them, to the Dumbartonshire Company, together with all the rights, powers, and obligations of the Caledonian Company or North British Company in reference thereto, or for the transfer to and vesting in the Dumbartonshire Company of all or any of the powers conferred by the Bill on the Caledonian Company or the North British Company in relation to the construction, maintenance, and use of the said railway or the works thereof.

To empower or require any of such Companies to contribute to the cost of any of the intended works if made by the other or others of them; and to provide for the subsequent transfer of any of such works, and the rights and powers connected therewith, to the three Companies, or any of them.

To provide that the said intended Railway No. 1, if made by or transferred to the Dumbartonshire Company, shall be subject in all respects to the provisions of the agreement between the Caledonian Company and the Dumbartonshire Company, scheduled to and confirmed by the Lanarkshire and Dumbartonshire Railway Act, 1891, and shall or may be maintained, worked, and managed by the Caledonian Company, in accordance with, and as if the railway had been originally included in that agreement.

To transfer to and vest in, or authorise and provide for the transfer to and vesting in the Caledonian Company and the North British Company jointly, at such period, and upon such terms and conditions, and on payment by the Caledonian Company of such consideration as may have been or may be agreed upon between these Companies, or as may be prescribed or provided for by the Bill of the portion of the North British Company's Caledonian and Dumbartonshire Junction Railway, from the point hereinbefore described as the termination of the said intended Railway No. 1, at Dumbarton to Balloch (including the pier there), and all stations, branches, sidings, and conveniences connected with such portion of railway (all of which are hereinafter referred to as the joint line), together with all the rights, powers, and privileges of the North British Company with reference thereto.

To make provision for the appointment and incorporation of a joint committee of directors of the Caledonian and North British Companies, or such other persons as may have been or may be agreed or be prescribed by the Bill, to work, maintain, and manage the joint line, and any other joint property, and for the appointment, rotation, and retirement of the chairman and members, and for the regulation of the duties, and conduct of the business and affairs of the joint committee, and for the settlement of disputes and differences in the committee, or between these companies, by arbitration or otherwise, and to confer on the committee all or some of the powers, rights, privileges, and obligations of these companies in relation to the joint line, and any other joint prop-

erty, and on them and these companies, such other powers as may be necessary or expedient to give effect to the objects of the Bill.

To authorise the Caledonian Company and the North British Company, or the joint committee, to fix and levy tolls, rates, and charges for the use of the joint line, or other joint property, and the conveyance and accommodation of traffic thereon and thereat. To alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To provide for the use and working of the joint line or other joint property by the Caledonian and North British Companies, and for the accounting between them for traffic, and the allowance for working expenses and other matters, and the payments (if any) for the use of a joint line or other joint property by these Companies, and the division of the receipts thereof between the Companies; also for the construction, at the joint expense of these Companies, or otherwise, of sidings for the use of traders and others, and other works required for the traffic of the joint line.

To provide for the maintenance by the North British Company of the joint line until the same become jointly vested as aforesaid.

To authorise the Caledonian and North British Companies jointly to purchase, acquire, use, and maintain the Loch Lomond steamboats of the North British Steam-Packet Company, Limited, and to authorise these Companies to provide, use, work, and maintain steamboats upon Loch Lomond in connection with the joint line, and to make charges in respect of the use of such steamboats, and to provide for the working, maintenance, and management of the steamboats by the Joint Committee.

To confer on the Caledonian Company full powers to run over, work, and use with their engines, carriages, waggons, officers, and servants, for traffic of every description, the Dalmonach Branch of the Forth and Clyde Junction Railway Company, and the portion of that Company's railway between the junction therewith of the Dalmonach Branch and the joint line, upon such terms and conditions, and upon payment of such tolls and rates or other payments as may be agreed upon with the consent of the Forth and Clyde Junction Railway Company, or be prescribed by the Bill; and to enable the North British Company, so far as the Caledonian Company can consent thereto, to exercise running powers, for all descriptions of traffic, over the Glasgow and Paisley joint line belonging to the Caledonian Company and the Glasgow and South-Western Railway Company between Pollok Junction and the junction therewith of the authorised railway of the Trustees of the Clyde Navigation between the joint line and the Cessnock Docks, on payment of such tolls or rates, and on such terms as may have been or may be agreed or be prescribed by the Bill.

To authorise the Caledonian and North British Companies to enter into agreements and arrangements with each other with respect to any of the matters aforesaid, and to sanction and confirm, or give effect to, and make binding on the Caledonian and North British Companies an agreement made on the 31st October, 1891, by or on behalf of the Caledonian and North British Companies in relation to those matters, or some of them, and to sanction and confirm, or give effect to, any other agreement which has been or may be made in relation to any such matters prior to the passing of the Bill.

To provide for the transfer to and vesting in the Caledonian Company and the Glasgow and South-Western Railway Company (hereinafter called "the South-Western Company"), as owners of the Glasgow and Paisley Joint Railway, of the powers conferred upon the Trustees of the Clyde Navigation (hereinafter called "the Trustees") by the Clyde Navigation Act, 1891, for and with reference to the construction and maintenance of the railway by that Act authorised, and the purchase of lands for the purposes thereof, and the benefit of all contracts entered into by or with the Trustees, or on their behalf, in relation to the said railway, so that the Caledonian and South-Western Companies may be enabled to act in all respects with reference to the said railway as fully and effectually, to all intents and purposes, as if the powers contained in the said Act had been originally conferred upon the Caledonian and South-Western Companies, and as if the said railway had been authorised as part of their Glasgow and Paisley Joint Railway; and to empower the two companies to levy, demand, and recover tolls, rates, and charges in respect of the said railway, and to alter existing tolls, rates, and charges in respect thereof.

To empower the North British Company to become joint owners with the Caledonian and South-Western Companies of the said railway, upon such terms or conditions as have been or may be agreed upon, or as may be prescribed or provided for by the intended Act, and to provide in that event for the vesting of the said railway in the Caledonian, South-Western, and North British Companies, and for the appointment and incorporation of a joint committee of the Caledonian, South-Western, and North British Companies for constructing, working, maintaining, and managing the said railway authorised by the said Clyde Navigation Act, 1891, and for carrying into effect the purposes of the intended Act with reference thereto, and to confirm and give effect to any agreement which may have been or may be entered into prior to the passing of the intended Act with respect to the matters aforesaid.

To extend and make applicable to the Caledonian and South-Western Companies, or to the Caledonian and South-Western Companies and the North British Company, as the case may be, the provisions contained in the Glasgow District Subway Act, 1890, in relation to the said railway.

To empower the Caledonian and South-Western Companies, or the Caledonian and South-Western Companies and the North British Company, or the said joint committee for constructing, working, maintaining, and managing the said railway authorised by the said Clyde Navigation Act, 1891, and the Trustees to enter into and carry into effect agreements with respect to all or any of the matters aforesaid, in relation to said railway, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To extend the time limited by the Cathcart District Railway Act, 1887, for the completion of the Railway, in the parishes of Cathcart, Eastwood, and Govan, in the county of Renfrew, authorised by that Act.

To empower the Caledonian Company, the South-Western Company, the North British Company, and the Dumbartonshire Company to raise, by the creation and issue of new ordinary or new preference shares or stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for any of the purposes hereinbefore mentioned, and to apply to any such

additional capital raised by the Caledonian Company the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890, and to any such additional capital raised by the North British Company, the provisions of the North British Railway Act, 1888, as also to empower those Companies to apply towards any of the said purposes in which they are respectively interested, any capital or funds belonging to or authorised to be raised by them respectively, which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing 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 alter, vary, amend, extend, or repeal, so far as may be necessary or desirable for any of the purposes of the Bill, the provisions, or some of them, of the local Acts hereinbefore mentioned, and of the following local Acts (that is to say):—8 and 9 Vic., cap. 162, and any other Act relating to the Caledonian Railway Company; 18 and 19 Vic., cap. 97, and any other Act relating to the Glasgow and South-Western Railway Company; 1 Vic., cap. 117, and any other Act relating to the Glasgow and Paisley Joint Railway; 54 and 55 Vic., cap. 201, and any other Act relating to the Dumbartonshire Company; 43 and 44 Vic., cap. 209; 50 and 51 Vic., cap. 129, and any other Act relating to the Cathcart District Railway Company; 9 and 10 Vic., cap. 81, 25 and 26 Vic., cap. 135, 25 and 26 Vic., cap. 189, 28 and 29 Vic., cap. 308, and any other Act relating to the North British Company; 16 and 17 Vic., cap. 125, and 24 and 25 Vic., cap. 230, and any other Act relating to the North and Clyde Junction Railway Company; 21 and 22 Vic., cap. 149, and 54 Vic., cap. 38, and any other Act relating to the Clyde Navigation Trustees.

To incorporate with and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railways Clauses Consolidation (Scotland) Act, 1845, and the Railways Clauses Act, 1863; the Harbours, Docks, and Piers Clauses Act, 1847, and any Acts amending any of the said Acts.

Plans describing the lines and situation of the said intended railways and road, and the lands, houses, and other property which will or 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 road, together with books of reference to the said 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 line of the said intended railways and road delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited, for public inspection, in the office at Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; and copies of so much of the said plans, sections, and books of reference as relate to the parishes in or through

which the said intended railways and road are intended to be made, or lands taken, and to the royal burgh of Dumbarton, with copies of this notice, will, on or before the said 30th day of November, be deposited, as respects each such parish, with the session clerk thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode, and as respects the said royal burgh, with the Town Clerk of that burgh, at his office in Dumbarton.

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, 1891.

GEORGE JACKSON, 302, Buchanan-street, Glasgow.

GRAHAMES, CURREY, and SPENS, 30, Great George-street, Westminster.

In Parliament.—Session 1892.

Railway Passengers' Assurance Company. (Repeal and Consolidation of Acts and Deeds of Settlement; Provisions as to Continuance and Government of Company, and defining and extending its Objects; Power to transact Guarantee and Indemnity Business; Power to appoint Local Boards, Committees, or Agents out of Great Britain; Execution of Policies and Transaction of Business Abroad; Provision with respect to Issue of Insurance Tickets for Particular Journeys; Investment Powers of Company; Further Provision as to Arbitration, and to Compensation.)

**N**OTICE is hereby given, that the Railway Passengers' Assurance Company (hereinafter called "the Company") intend to apply to Parliament in the next Session for an Act for all or some of the following purposes (that is to say):—

To annul and cancel, or amend and re-enact all or any of the provisions of the Deed of Settlement of the Company of the 17th day of March, 1849, and of the Supplemental Deeds of Settlement of the Company of 1851, and of the 21st day of July, 1866.

To repeal, or if thought fit, to alter, amend, or to re-enact with or without alteration or amendment, and to consolidate all or some of the provisions of the following Acts relating to the Company (that is to say):—

An Act passed in the Session held in the 12th and 13th years of Her Majesty's reign, intituled, "An Act to confer certain powers on the Railway Passengers' Assurance Company."

The Railway Passengers' Assurance Company's Act, 1852.

The Railway Passengers' Assurance Company's Act, 1864.

The Railway Passengers' Assurance Act, 1875.

The Railway Passengers' Assurance Act, 1881.

To provide for the continuance of the Company subject to the provisions of the intended Act, and to make provisions for the government of the Company, and for the conduct and management of its business and affairs, and with respect to its capital and funds, and the distribution of profits among its members; to define and extend the business and objects of the Company, and other matters.

To authorise the Company to transact guarantee and indemnity business, and to grant insurances against contingencies.

To authorise the Company to take over the assets, liabilities, and business, and to fulfil the contracts and engagements of any other Insurance Company.

To authorise the Company to appoint local

boards, committees, or agents out of Great Britain, and to provide that all policies or contracts of insurance signed and executed by such local boards, committees, or agents on behalf of the Company shall be valid and effectual as against the Company, and to make regulations for the carrying on of business by such local boards, committees, or agents.

To make provisions with respect to the issue of insurance tickets for particular journeys.

To authorise the Company to lay out and invest all or any of their funds or moneys belonging to them or which may come into their hands in or upon any such securities and investments as they may think fit, or as may be prescribed by the intended Act.

To make further provision with reference to the settlement of cases in dispute by arbitration, and as to compensation payable by the Company in certain cases, and with respect to the recovery of penalties.

To confer on the Company all such rights, powers, and privileges as may be necessary or expedient, and to vary or extinguish all such existing rights and privileges as may interfere with the attainment of any of such objects.

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 the 20th day of November, 1891.

INGRAM, HARRISON, and INGRAM, 67, Lincoln's-inn-fields, Solicitors;

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

In Parliament.—Session 1892.

Oxford and Aylesbury Tramroad.

Revival of Powers and extension of time for Compulsory Purchase of Lands and for completion of Tramroad and Works authorised by the Oxford and Aylesbury Tramroad Act, 1888; Power to raise Money by Mortgage or by the creation and issue of Debenture Stock; Amendment of Act, &c.)

**N**OTICE is hereby given that the Oxford and Aylesbury Tramroad Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes or some of them, that is to say:—

To revive the powers and extend the time for the compulsory purchase of lands granted by the Oxford and Aylesbury Tramroad Act, 1888, for the purposes of the tramroad and works authorised by that Act, and to extend the time limited by the said Act for the completion of the said tramroad and works.

To enable the Company to borrow money upon the security of their undertaking and works, or otherwise, and to create and issue debenture stock.

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

The Bill will, so far as may be necessary to effect the objects and purposes thereof, alter, amend, or repeal all or some of the powers and provisions of the Oxford and Aylesbury Tramroad Act, 1888, and of any other Act or Acts 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 12th day of November, 1891.

FOWLER and Co., 28, Victoria-street, Westminster, Parliamentary Agents



In Parliament.—Session 1892.

City and South London Railway  
(Islington Extension, &c.).

(New Railway to Islington, and Construction of Foot Subways; Provisions as to Shafts and Underpinning, and as to Purchase of Lands and Easements, and as to Surplus Lands and Tolls, and as to Bye-laws and Buildings; Agreements with London County Council and other Authorities and Bodies; Traffic and other Agreements with the Metropolitan, Metropolitan District, London, Brighton, and South Coast, Great Northern, and Central London Railway Companies and others; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the City and South London Railway Company (hereinafter called "the Company") for an Act to effect all or some of the purposes following (that is to say):—

To empower the Company to make and maintain the underground railway (hereinafter referred to as "the railway"), subways, and works hereinafter described, or some part or parts thereof, with all necessary, proper, and convenient stations, platforms, sidings, approaches, passages, stairs, subways, tunnels, shafts, lifts, buildings, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):—

A railway commencing in the parish of St. George the Martyr, Southwark, in and under the High-street, Borough, by a junction with the Company's railway at a point 80 yards, or thereabouts, measured in a northerly direction from the church of St. George the Martyr, and terminating in the parish of St. Mary, Islington, in and under the City-road, at a point 45 yards, or thereabouts, from the northern end of that road.

A subway for foot passengers to be situate in the parishes of St. Saviour, Southwark, St. Thomas, Southwark, and St. Olave, or some or one of them, commencing in and under the High-street, Borough, at or near the junction with that street of Denman-street, and terminating at a point in the London Bridge Station of the London, Brighton, and South Coast Railway Company, 50 yards, or thereabouts, measured in an easterly direction from Joiners-street.

A subway for foot passengers commencing in the parish of St. Margaret, in the city of London, in and under Arthur-street East, at a point 20 yards, or thereabouts, measured in an easterly direction from the junction of that street with King William-street, and terminating in the parish of St. Leonard, Eastcheap, in the city of London, at or near the north end of Fish-street-hill.

Which said intended railway, subways, and works, 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. Martin Orgar; St. Michael, Crooked-lane; St. Margaret, New Fish-street; St. Laurence, Pountney; St. Clement, Eastcheap; St. Leonard, Eastcheap; St. Magnus the Martyr; St. Nicholas Acon; St. Mary Abchurch; St. Mary Woolnoth; St. Mary Woolchurch; St. Swithin, London Stone; St. Christopher; St. Mildred, Poultry; St. Margaret, Lothbury; and St. Stephen, Coleman-street, in the city of London; and St.

Saviour, Southwark; St. Olave, St. Thomas, Southwark; St. Mary, Newington; St. George the Martyr, Southwark; St. Luke, Old-street; St. Leonard, Shoreditch; St. Mary, Islington; and St. James and St. John, Clerkenwell, all in the county of London.

The gauge to be adopted for the intended railway will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity, or any other mechanical power other than steam locomotives.

To authorise the Company to cross, stop up, divert and otherwise interfere with either temporarily or permanently any roads, streets, thoroughfares, or places, railways, canals, tramways, tunnels, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places, or any of them.

To authorise the construction and maintenance of shafts or openings from the surface of any road, land, street, square, or public place to any portion of the proposed railway and works, subject to such provisions and limitations (if any) as may be contained in the intended Act.

To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the intended Act, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the intended Act, and in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works, which may be rendered insecure, or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

To authorise the Company to purchase by compulsion or agreement, lands, houses, and other property and easements therein for the purposes of the intended works, and notwithstanding the 92nd Section, or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment to empower the Company to purchase and take by compulsion or agreement, any part of or any lands, vaults, cellars, arches, or other offices attached or belonging to any houses, buildings, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to empower the Company to appropriate and use the subsoil under any street or road, or under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, or any easement or right to the use of such subsoil, and to vary and extinguish all rights and privileges connected with such land, houses, buildings, manufactories, and property.

To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of lands, tenements, and hereditaments purchased or ac-

quired under the powers of the intended Act, and so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railway, subways, works, and conveniences, to alter the tolls, rates, and charges which the Company are now authorised to levy, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To extend and make applicable to the whole of the Company's undertaking all or some of the bye-laws and regulations made under the authority of the city of London and Southwark Subway Act, 1884, and to confer further powers upon the Company with respect to the making and enforcing of bye-laws and regulations.

To empower the Company on the one hand, and the London County Council, the mayor and commonalty and citizens of the City of London, and the Commissioners of Sewers for the city of London, or any of them, or any district board of works, vestry, or other local authority having the control or management of the streets or roads, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railway, subways, and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters.

To empower the Company on the one hand, and the Metropolitan Railway Company, the Metropolitan District Railway Company, the Metropolitan and Metropolitan District Railways Joint Committee, the London, Brighton, and South Coast Railway Company, the Great Northern Railway Company, and the Central London Railway Company (all of whom are hereinafter included in the expression "the five Companies"), or any or either of them, on the other hand, to enter into and carry into effect agreements for or with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways and works of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic.

To empower the Company on the one hand, and the five Companies, or any or either of them on the other hand, to enter into and carry into effect agreements with respect to the construction, use, management, and maintenance of the stations, subways, lifts, approaches, platforms, sidings, signals, and other works and conveniences connected with the intended railway and works, and with respect to the joint or separate ownership, use, and occupation of such stations and works, or any of them, or any part or parts thereof, and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect any of the purposes aforesaid, and to confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

To enable the Company to apply to the purposes of the intended Act any capital or funds

now belonging to, 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 such means, and, if thought fit, to provide that the railway, subways, and works authorised by the intended Act, or some part or parts thereof, and the capital raised for the purposes of the intended works, shall be a separate undertaking and capital.

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

To alter, amend, extend, and, if need be, repeal the provisions, or some of the provisions, of the several Acts hereinbefore mentioned, and of the City and South London Railway Acts, 1884 to 1890, and any other Act relating to the Company, and of the Metropolis Local Management Acts, 1855 and 1856, the Local Government Act, 1888, and any Act relating to the London County Council, and of the London City Improvement Act, 1847, and the Act 57 George III., cap. 29, and any other Act relating to the Corporation, or the Commissioners of Sewers of the City of London, the Metropolitan Railway Act, 1854, and the Act 42 and 43 Vic., cap. 201, and all other Acts relating to the Metropolitan Railway Company, the Acts 27 and 28 Vic., cap. 322, and 42 and 43 Vic., cap. 201, and all other Acts relating to the Metropolitan District Railway Company, the Act 9 and 10 Vic., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company, the Act 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company, the Central London Railway Act, 1891, and all other Acts relating to the Central London Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant maps, plans, and sections of the railway and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans, showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference to such plans respectively, together with, in each case, a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House, Clerkenwell, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to any parish and extra-parochial place in or through which the said railway and works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the intended Act, are situate, together with a copy of this notice as published in the "London Gazette," will be deposited for public inspection as follows (that is to say):—As regards the parish of St. Saviour, Southwark, with the clerk of the St. Saviour's District Board of Works, at his office at Emerson-street, Bankside; as regards the parishes of St. Olave and St. Thomas, Southwark, with the clerk of the St. Olave District Board of Works, at his office at No. 86, Queen Elizabeth-street, Southwark; as regards the parish of St. Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road; as

regards the parish of St. George the Martyr, Southwark, with the vestry clerk of that parish, at his office, at the Vestry Hall, Borough-road, Southwark; as regards the parish of St. Luke, Old-street, with the vestry clerk of that parish, at his office at the Vestry Hall, City-road, E.C.; as regards the parish of St. Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Vestry Hall, Old-street, E.C.; as regards the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office at the Vestry Hall, Upper-street, Islington; and as regards the parish of St. James and St. John, Clerkenwell, with the vestry clerk of that parish, at his office at 58, Rosoman-street, Clerkenwell; and in the case of each other parish, with the parish clerk thereof, at his residence, or in the case of any extra-parochial place, with the clerk of some adjoining parish, at his residence.

And notice is hereby further given, that on or before the 21st day of December, 1891, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1891.

FOWLER and Co., 28, Victoria-street, Westminster, S.W., Solicitors for the Bill.

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

Board of Trade.—Session 1892.

Sutton and Hooton District Gas.

(Application to the Board of Trade for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, for powers to maintain and continue existing, and to construct and maintain new gas works, to manufacture and supply gas within the townships of Willaston, Hooton, Childer Thornton, Great Sutton, Little Sutton, Ledsham, and Capenhurst, in the county of Chester; to acquire additional lands to supply gas in bulk; to lay down mains, pipes, and works; to enter on lands and premises; to break up roads and streets; to acquire patent rights; to take and recover rates and charges; and for other purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade by the Sutton and Hooton Gas Company, Limited (hereinafter called the Company) for a Provisional Order (hereinafter called the Order) under the Gas and Waterworks Facilities Act, 1870 (to be confirmed by Parliament in the ensuing session), for all or some of the following, amongst other purposes (that is to say):—

1. To authorize the Company to maintain and continue, and from time to time to alter, enlarge, repair, improve, pull down, and re-erect their existing, and to construct and maintain, and from time to time alter, enlarge, repair, improve, pull down, and re-erect additional gas works, retorts, gas holders, receivers, purifiers, meters, apparatus, and works for the manufacture, storage, and distribution of gas, and of coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, on the following lands now belonging to, and in the occupation of the Company, namely:—

A piece of land on which their existing gas-works are constructed, situate in the township of Little Sutton, in the parish of Eastham, in the said county of Chester, containing 2,400 square yards, or thereabouts, and bounded as follows (that is to say):—On the north by land belonging to Mr. Laurence Booth, on the east by land

belonging to Mrs. Wilson, on the south by land belonging to the London and North-Western and Great Western Railway Companies (Helsby and Hooton joint line), and on the west by a private road leading from the Company's works to the main road to Chester and Birkenhead.

2. To authorize the Company to make and store gas in and upon the said lands, and to supply and sell gas within the townships of Willaston, Hooton, Childer Thornton, Great Sutton, Little Sutton, Ledsham, and Capenhurst, all in the said county of Chester, and to manufacture and store 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, and to deal in and sell lime at the works or elsewhere, and also to construct and maintain, and from time to time alter, enlarge, renew, or discontinue houses, offices, buildings, and other works connected with the undertaking.

3. To authorize the Company to enter into and fulfil contracts and agreements, with all companies, corporations, public bodies, commissioners, and other authorities, and all persons whomsoever, for the supply of gas in bulk or otherwise, upon such terms and conditions as they shall think fit, and to confirm any such contract or agreement, which, prior to the making of the Order, may be entered into with respect to the matters aforesaid.

4. To authorize the Company, from time to time, to lay down and construct such mains, pipes, and works, within the proposed limits of supply, as may in the opinion of the Company be necessary or expedient, and for that purpose to enter upon any lands or premises, and to open and break up the soil and pavement of any streets, roads, highways, bridges, and other public passages and places, and to open and break up any sewers, drains, pipes, canals, watercourses, railways, and tramways, within the limits of supply.

5. To authorize the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, or the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light.

6. To authorize the Company at the works or elsewhere to manufacture, purchase, or hire, and supply, sell, or let on hire, gas meters, fittings, gas stoves, and cooking or other apparatus, and also to manufacture, purchase, hire, sell, 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 Gas Works, or with the supply or consumption of gas.

7. To authorize the Company to take, collect, and recover rates, rents, and charges, for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company.

8. To empower the Company, from time to time, for the purposes of the undertaking (other than the manufacturing of gas or residual products, or the storage of gas), to purchase, or take on lease, by agreement, and hold any lands which they may require in addition to the lands above described,

9. To incorporate with the 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 the Order, as to all mains, pipes, and works, which may be laid down or constructed, under the authority of the Order, the powers and provisions of the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1870, and so far as may be necessary for the purposes of the 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.

10. To incorporate with the Order, so far as the same are practicable, all or some of the provisions of the Lands Clauses Acts, except with respect to the purchase and taking of lands, otherwise than by agreement, and except with respect to the entry upon lands by the Company.

11. To incorporate with the 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.

12. To vary and extinguish all existing rights and privileges which would interfere with the objects or purposes of the Order, and to confer other rights and privileges, 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 copy of this advertisement, a map showing the land 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, will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and other copies thereof will be deposited for public inspection in the office of the Clerk of the Peace for the county of Chester, at his office, in the city of Chester, in the office of the Clerk of the Parliaments, House of Lords, and in the private Bill Office of the House of Commons, on or before the 23rd day of December, 1891; printed copies of the Draft Order will be deposited at the office of the Board of Trade, aforesaid, and printed copies of the Draft Order, when deposited, and of the Order, when made, may be obtained (at the price of 1s. for each copy) at the offices of the undermentioned Solicitor and Parliamentary Agents.

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 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, 1892, and that copies of such objections must at the same time be sent to the Company at the offices of the undermentioned Solicitor, 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 this 9th day of November, 1891.

CHAS. C. DEANE, 60, Castle-street, Liverpool, Solicitor to the Company.

SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1892.

London, Brighton, and South Coast Railway.  
(Various Powers.)

(Widenings and Improvements at East and South Croydon; and at Victoria Station and Approaches: Bridges and Works at Culmore Road (Old Kent Road), and St. John's Hill Road; Alterations at Clapham Junction; Footbridge and Widening at Horley; New Roads and Stopping Footpaths, &c., at Newhaven; Diversion of Footpath and Occupation Road at Lancing; New Road at Lancing; Diversion of Footpath at Streatham; Stopping up Footpaths at Havant and Cosham; Purchase of Lands; Additional Lands at Horley, Streatham, Wandsworth Common, East Croydon, Forest Hill, Crawley, and Farlington; Levying of Tolls; Application of Funds; Miscellaneous and Incidental Powers; Arrangement with Southwark and Vauxhall Water Company as to Land at Streatham; Amendment of Acts.)

NOTICE 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 purposes:—

1. To confer upon the Company powers for the making and maintenance of the works and for the acquisition of the lands hereinafter described, and also to confer on the Company the powers, rights, and privileges hereinafter set forth.

Widenings and Improvements at Croydon.

Widening No 1.

To enable the Company to alter, widen, and improve their main line of railway on the eastern side thereof, in the Parish of Croydon, in the County of Surrey, commencing by a junction with their railway at a point 130 yards or thereabouts northward of the Windmill Bridge Junction, and terminating by a junction with their said railway at a point 130 yards or thereabouts southward of the bridge carrying the St. James' Road over the said railway.

Widening No. 2.

To enable the Company to alter, widen, and improve their main line of railway on the eastern side thereof, in the said parish of Croydon, at and southward of East Croydon station, commencing by a junction with their railway at a point 60 yards or thereabouts northward of the bridge carrying the Addiscombe-road over the said railway, and terminating by a junction with the Croydon and Oxted railway belonging jointly to the Company and the South Eastern Railway Company, at a point 10 chains, or thereabouts, southward of the bridge carrying the railway of the Company over the Croham-road, near the South Croydon station.

To enable the Company to alter, widen, and reconstruct the said bridge carrying the Addiscombe-road over the main line of railway of the Company in the said parish of Croydon, including the approaches to the said bridge from a point 70 yards or thereabouts eastward of the centre of the said bridge to a point 40 yards or thereabouts westward of the centre of the said bridge.

To enable the Company in connection with the reconstruction of the said bridge and approaches, and the said widenings and im-

improvements to reconstruct the said East Croydon Station in part over the said railway and to appropriate, stop up and extinguish any rights of way over the present station yard and over the approach roads leading thereto lying between the present station and Addiscombe-road and between the said station and Dingwall-road respectively.

#### Improvements at and near Victoria Station.

To enable the Company, for the enlargement of their Victoria Station, to purchase or acquire by compulsion or agreement, lands on the western side of that station, in the parish of St. George, Hanover-square, in the county of London, lying between that station and the Buckingham Palace-road, and extending from the Belgrave-road on the south to the Wilton-road on the north.

#### Diversion and Widening of Wilton-road.

To empower the Company to stop up, and appropriate and use part of the Wilton-road, situate between the Buckingham Palace-road and the western entrance to the Company's station yard, and to substitute therefor an improvement of Wilton-road, comprising a new junction with the Buckingham Palace-road, immediately to the northward of the site of the present junction with that road, and also a widening of Wilton-road. The said improvement will commence at the Buckingham Palace-road, at or near the northern side of the present junction between the said two roads, and will terminate at or near the eastern entrance to the said station yard, and will be wholly situate in the said parish of St. George, Hanover-square.

#### Elizabeth Bridge, St. George's-road.

To enable the Company, in the said parish of St. George, Hanover-square, to alter and reconstruct that part of the bridge carrying Saint George's-road over the Grosvenor Canal, and over the railways of the Company, and of the London, Chatham, and Dover Railway Company, which extends over the Grosvenor Canal and over the railway of the Company, and to widen their railway and narrow the canal at that point, and to acquire land there by compulsion or agreement, including parts of the towing path and waterway of the canal on the eastern side thereof, lying under and to the southward of the said bridge in the same parish.

#### South London Line.

2. To extend on both sides of the Company's Railway (South London Line) the bridge carrying the said railway over the street known as Culmore-road, in the parish of St. Giles, Camberwell, in the county of London, at about 4 chains westward of the centre of the platforms at Old Kent-road station.

#### Clapham Junction Widening.

3. To confer on the Company further powers as to the alteration and reconstruction of the bridge in the parish of St. Mary, Battersea, in the county of London, carrying St. John's Hill-road over the railway of the Company and the London and South Western Railway Company near Clapham Junction station; and to enable the Company, for the purpose of such alteration and reconstruction, to erect a temporary bridge, and to divert the traffic of the said road, and the tramway of the South London Tramways Company over such temporary bridge, and to stop traffic over the existing bridge and the

part of the said tramway there on during the alteration and reconstruction thereof.

4. To alter the commencement of the proposed diversion of the West London Extension Railway at or near Clapham Junction Station in the said parish of St. Mary, Battersea, as authorised by the London, Brighton, and South Coast Railway (Various Powers) Act, 1890, and to provide that the said diversion shall commence at or near the western or south-western end of the Bridge carrying the West London Extension Railway over Falcon-lane in the said parish or to alter the provisions of the said Act, as to the headway to the left above the existing surface of the said road in the making of the proposed diversion of the said railway, as authorised by the said Act.

#### Streatham.

5 To enable the Company to divert part of a footpath in the Parish of Streatham, in the county of London, between Conyers-road and Eardley-road, which crosses their Balham and Croydon Railway about 5 chains northward of the bridge carrying the Peckham and Sutton Railway over the Balham and Croydon Railway, namely, so much of the said footpath as extends from the southern end of Conyers-road to the eastern end of the bridge carrying the said footpath over the said railway.

#### Widening at Horley.

6. To enable the Company to construct a bridge for foot passengers in the parish of Horley, in the county of Surrey, at the point where their railway crosses the public road on the level about 80 yards south of the offices at Horley Station on the western side of the railway, and to enable the Company to widen their railway from a point about 1 chain north to a point about 1 chain south of the said crossing and to lay additional lines of railway across the said road on the level.

#### Works at Newhaven.

7. To enable the Company to construct—  
Road No. 1.

(1.) A new road at Newhaven, in the parishes of Piddinghoe, Meeching (otherwise Newhaven) and Denton, in the county of Sussex, commencing in the parish of Denton, by a junction with the road leading from Newhaven Town to Denton, at or near the point where the Newhaven Branch Railway of the Company crosses the said road, extending thence in a northerly direction along the eastern side of the said railway for a distance of 43 chains, or thereabouts, from the said road, and terminating in the parish of Piddinghoe at a point in a field belonging to the Earl of Sheffield, adjacent to the said railway at a distance of 47 chains, or thereabouts, from the booking office at Newhaven Town station.

#### Road No. 2.

(2.) A new road in the parishes of Meeching (otherwise Newhaven), South Heighton, and Denton, commencing in the said parish of Meeching (otherwise Newhaven) by a junction with the road No. 1 hereinbefore described, at a point 8 chains, or thereabouts, south of the termination of the said road No. 1, and extending thence for a distance of 14 chains, or thereabouts, to the boundary between the said parish of Denton and the parish of South Heighton, and terminating by a junction with the road leading from Newhaven to South Heighton, at the point where the said road is crossed by the said parish boundary.

8. To stop up and extinguish all rights of

way and other rights (if any) over the land of the Company, and the Newhaven Harbour Company, or one of them, in the said parishes of Meeching (otherwise Newhaven), Denton, and Piddinghoe, in the situation or between the points hereafter described, viz. :—

- (1.) Over the eastern bank of the River Ouse extending from the southern end of the new quay erected by the Newhaven Harbour Company to the south side of the road from Newhaven Town to Denton, and also extending northward from the north side of the said road to a ditch forming the boundary between the parishes of Meeching (otherwise Newhaven) and Piddinghoe, at about 52 chains northward of the said road; which land is for the most part occupied by lines of rail, sidings, buildings, and wharves constructed or in course of construction.
- (2.) Over the footpath commencing on the said eastern bank of the River Ouse, at a point 18 chains or thereabouts northward of the said road from Newhaven Town to Denton, and leading thence to the eastern side of the Company's Newhaven Branch Railway, at a point 21 chains or thereabouts, northward of the said road.
- (3.) Over the footpath commencing on the southern side of the said road from Newhaven to Denton, at or near the bridge carrying the said road over the River Ouse, and terminating at or near the Newhaven Town Station.

#### Lancing.

9. To enable the Company to divert a public footpath and occupation road which crosses the Brighton and Portsmouth Railway of the Company on the level in the parish of Lancing, in the county of Sussex, about  $7\frac{1}{2}$  chains east of the booking office at Lancing station, and to stop up so much of the said footpath and road as now crosses the property of the Company, and to construct a new road on the southern side of the said railway, commencing by a junction with the said footpath and occupation road at the said crossing, and terminating by a junction with the road which crosses their railway at the Lancing station.

#### Havant.

10. To enable the Company to stop up so much of a footpath in the parish of Havant, in the county of Southampton, leading from West-street to Stockheath-lane, as crosses on the level the Brighton and Portsmouth Railway of the Company, about  $18\frac{1}{2}$  chains west of the booking office at Havant Station.

#### Cosham.

11. To empower the Company and the London and South Western Railway Company (they having erected a foot-bridge at the spot) to stop up so much of the public footpath in the parish of Widley, in the county of Hants, as crosses on the level the Cosham Branch Railway belonging to the said Companies about  $13\frac{1}{2}$  chains eastward of the booking office at Cosham Station.

#### Additional Lands.

12. To enable the Company to purchase and acquire, by compulsion or agreement, and hold lands (in which term houses, buildings, and other hereditaments are included) for any of the purposes of the intended Act, and (in addition to any other lands) the lands hereinafter described, and shown on the deposited plans hereinafter mentioned, that is to say :—

- (A.) Lands in the parish of Horley, in the county of Surrey, situate on the west side

of the Company's Railway at Gatwick, and adjoining that station at the southern end thereof.

- (B.) Lands at Wandsworth Common, in the parish of St. Mary, Battersea, in the county of London, situate to the south of Belle Vue-road, and bounded on the east by land belonging to Mrs. Emily Winter Rose and Mr. William Henry Gingell, and on the west by the Approach-road leading to Wandsworth Common Station, and by goods yard belonging to such station.

- (C.) Lands in the parish of Streatham, in the county of London, on the eastern side of the Balham and Croydon Railway, and lying between that railway and the Conyers-road, and the footpath crossing that railway about 5 chains northward of the bridge carrying the Peckham and Sutton Railway over the Balham and Croydon Railway; and also land at the southern end of Conyers-road at the angle formed by the junction of that road with Gleneagle-road.

- (D.) Lands at Forest Hill in the parish of Lewisham, in the county of London, situate on the east side of the Company's Railway, about a quarter of a mile south of Forest Hill Station, and bounded on the north by land belonging to the Company, and on the west by the Company's Railway.

- (E.) Lands at Crawley in the parish of Ifield, in the county of Sussex, situate to the east of the public road leading from London to Brighton, and bounded on the north by the down platform at Crawley Station, and on the south by land belonging to William Simmins.

- (F.) Lands in the parish of Farlington, in the county of Hants, lying on both sides of and adjoining the new Farlington Station of the Company.

- (G.) Lands in the parish of Croydon, in the county of Surrey, situate on the eastern side of the East Croydon Station and lying between that station and Cherry Orchard-road.

or to provide for vesting in the Company any of the said lands.

#### Miscellaneous.

13. To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to cross and interfere with the public streets and roads, to deviate from the lines of the intended Railway and works to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

14. To enable the Company to purchase part only of any house, building, or manufactory, which they may require for the purposes of the Bill, without any liability to be compelled to purchase the whole or any greater part thereof.

15. To authorise any agreement or arrangement between the Company and the Southwark and Vauxhall Water Company, with respect to vesting in the said Water Company any land acquired by the Company in the parish of Streatham under the powers of the intended Act, in substitution for land which the Company are to provide for the said Water Com-

pany, under Section 12 of the London, Brighton, and South Coast Railway (Various Powers) Act, 1890, and to modify that section.

16. To empower the Company to levy tolls and charges in respect of the intended railways and works, and to exercise other powers and privileges.

17. To authorise the Company to apply to the purposes of the intended Act any moneys which they have now power to raise by shares, stock, or borrowing.

18. To provide for extinguishing all rights of way over, and to empower the Company to stop up and appropriate the sites of, so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the intended works, or as are shown on the deposited plans as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill.

19. The Bill will or may provide that every diverted, substituted or altered road or footpath shall be maintained and repaired by the same body or persons as are now liable to repair and maintain the roads or footpaths for which they are substituted, or which are otherwise altered.

20. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will or may incorporate with itself, with exceptions and modifications, the provisions of the "Companies Clauses Acts, 1845, 1863, and 1869," the "Lands Clauses Acts," the "Railways Clauses Acts, 1845 and 1863," and it may extend, amend, vary, and enlarge the powers and provisions of the 9 and 10 Victoria, cap. 283, and any other Act or Acts relating to the Company, 21 and 22 Victoria cap. 118, and any other Act or Acts relating to the Victoria Station and Pimlico Railway Company, and the 4 and 5 William IV., cap. 88, and any other Act or Acts relating to the London and South Western Railway Company.

21. Duplicate plans and sections, describing the line, situation and levels of the proposed Railway widenings and works, and the lands, houses and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, also an Ordnance map with the lines of railway delineated thereon so as to show their general course and direction, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green; with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway; with the Clerk of the Peace for the county of Sussex, at his office at Lewes; and with the Clerk of the Peace for the county of Southampton, at his office at Winchester; 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 railway widenings and works will be made, or in which any lands are intended to be taken, and a copy of this Notice, will be deposited as follows (that is to say):

So far as relates to the parish of Camberwell, with the Vestry Clerk of that parish, at his

office at the Vestry Hall, Peckham-road, S.E.

So far as relates to the parish of St. George, Hanover-square, with the Vestry Clerk of that parish, at his office at Mount-street, Grosvenor-square, W.

So far as relates to the parish of St. Mary, Battersea, with the Vestry Clerk of that parish, at his office at Battersea Rise, Wandsworth, S.W.

So far as relates to the parish of Streatham, with the Clerk to the Wandsworth District Board of Works, at his office at East Hill, Wandsworth, S.W.; and

So far as relates to the parish of Lewisham, with the Clerk to the Board of Works for the Lewisham district, at his office at Rushey Green, Catford, S.E.

22. And as relates to the other parishes, 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 such extra-parochial place, at his residence.

23. 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 13th day of November, 1891.

NORTON, ROSE, NORTON, and Co., 10, Victoria-street, Westminster Abbey, S.W.,  
Solicitors for the Bill.

DYSON and Co., 24, Parliament-street,  
S.W., Parliamentary Agents.

In Parliament.—Session 1892.

The New Telephone Company, Limited.

(The placing of Telephone Mains Underground and the Erection of Wires, Posts, Standards, &c., over and in Streets, Land and Buildings; Agreements with County Council and other Authorities and Corporations; Charges, Rents, &c.; Prevention of Damage; Bye-Laws; Penalties; Dissolution and Re-incorporation of Company; General Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament by the New Telephone Company, Limited (hereinafter referred to as "the Company"), for leave to bring in a Bill for the purposes, or some of the purposes, hereinafter mentioned, namely:—

1. To confer upon the Company on the one hand, and upon any county council, vestry district board, local or sanitary authority on the other hand, powers to enter into and carry into effect agreements with respect to the placing and maintenance of posts, standards and other works in or over any public streets, roads or ways, the laying and maintenance of tubes, wires and other apparatus, and the opening up of streets, roads and ways for the purposes thereof.

2. To confer on the Company powers for the placing of wires, and of posts, standards, and other works in or over any public streets, roads, or ways, and for the opening up of any streets, roads, and ways, and laying thereunder tubes, wires, and other apparatus.

3. To confer upon the Company power to enter into and carry into effect agreements with the Postmaster-General with respect to the placing and maintenance of posts, standards, mains, and works, the laying and maintenance of tubes, wires, and other apparatus.

4. To confer upon the Company on the one hand, and upon any water, gas, electric lighting,

or other company on the other hand, which may have powers to open and break up any streets, roads, or ways, powers to enter into and carry into effect agreements with reference to the placing and maintenance under ground of any pipes, tubes, wires, or other apparatus, and to the use of any space pipe, tube, or channel made by or belonging to any such company, and to authorise any such company to place, lay, and maintain any such pipe, tube, wire, or apparatus in, alongside of, or near any pipe or tube of such company, and to exercise for that purpose their existing powers for the opening of streets.

5. To confer powers on the Company with respect to the suspension, placing, and maintenance of wires and other apparatus over, along, or across any land (including in that expression houses and buildings, railways, and canals), and to place and maintain posts, standards, and other appliances in or upon any land, and to place and maintain wires, tubes, and other appliances upon or under any land in such manner, and subject to and in accordance with such terms and conditions as may be defined in the intended Act.

6. To authorise the Company to make, levy, and recover charges for and in respect of telephonic services, the supply and use of telephonic instruments, wires, and apparatus, and otherwise for such purposes as may be defined in the intended Act.

7. To make provisions for the protection of the pipes, tubes, wires, posts, standards, and other appliances and property of the Company and for the prevention of damage thereto, or the removal thereof, and to impose penalties for the wrongful use of or damage or injury to any such pipes, tubes, wires, posts, standards, and other property, and to provide facilities for recovering any such penalties.

8. To enable the Company to make and enforce bye-laws.

9. To confer on the Company all such new or extended powers as may be found convenient for facilitating their operations and for the conduct of their business.

10. The Bill may provide for the dissolution of the Company and the re-incorporation of the Company by the same or such other name as may be defined in the Bill, and for the transfer to the new Company of all or any of the powers, rights, and privileges of the Company, and may enable the Company to carry into effect all the objects and purposes defined in the Memorandum of Association of the Company, and may confer upon the new Company all or any of the powers hereinbefore mentioned, and all such other powers, privileges, and authorities as may be requisite for enabling them to carry into effect the objects and purposes of the intended Act.

11. And the Bill may vary and extinguish all existing rights and privileges which would be inconsistent with or in any manner impede or interfere with the attainment of such objects and purposes or any of them.

Printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1891.

RENSHAW, KEKEWICH, and Co., 2, Suffolk-lane, London, E.C., Solicitors.

DRYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1892.

Portsmouth and Arundel Navigation (Chichester Canal Transfer).

(Transfer of portion of Canal Undertaking to the Corporation of the City of Chichester; Powers to Corporation to Maintain and Improve and to Levy Tolls on portion of Canal transferred to them; Application of Canal Revenue; Borrowing Powers; Application of Borough Fund and Borough Rate; Application and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Official Liquidator appointed by the High Court of Justice (Chancery Division), for the winding up of the Company of Proprietors of the Portsmouth and Arundel Navigation (hereinafter called "the Company"), and by the Corporation of the city of Chichester (hereinafter called "the Corporation"), or by either of them, for leave to bring in a Bill (hereinafter called "the Bill") for the following purposes, or some of them (that is to say):

1. To transfer to and vest in the Corporation, free of any charge or payment to the Company, that portion of the Canal and undertaking of the Company from the sea to Chichester, comprising the basin, roadway, land, wharves, yards, coal pounds, houses, and buildings belonging to the Company in the city of Chichester, and the portions of the said Canal running from the said basin to Hunston Junction, and from thence to the outfall of the Canal into Chichester Harbour at the Salterns, and also all dock and bridge-keepers' houses and gardens adjoining the said portions of the Canal, and all locks and swing-bridges in and over the same (including those at and adjacent to Hunston Junction), and all water supply (if any) to the said respective portions of the said Canal, and also all estate, right, title, and interest of the Company in the roadway leading from South-street, in the city of Chichester, to the aforesaid basin, and all other the hereditaments and premises, or some of them, vested in the Company, and situate in the said city, or connected with the before-mentioned portions of the said Canal, subject to any subsisting arrangements with the present occupiers, or to any modification thereof.

2. To confer upon the Corporation all rights, easements, powers, and privileges for the supply of the said portions of Canal with water, and for the use, maintenance, and improvement of the said portions of Canal and other property transferred, and all other rights, easements, powers, and privileges granted to or conferred upon or vested in the Company by any Act or Acts of Parliament, or otherwise howsoever relating to or affecting the portions of the said Canal transferred to the Corporation; and to empower the Corporation to make bye-laws and regulations respecting the same and the traffic thereon.

3. To empower the Corporation from time to time to repair, maintain, dredge, scour, and otherwise improve the waterway of the portions of the said Canal transferred to them, and to strengthen and improve the banks, locks, bridges, and towing-paths thereof, and to make and maintain additional wharves and works for the accommodation of the traffic, and to acquire by agreement land for the before-mentioned purposes.

4. To provide for the application of the revenue of the Canal undertaking, and for any deficiency thereof, and for the keeping of separate Canal accounts.

5. To enable the Corporation from time to time



to apply their corporate funds and revenue arising from rates, or otherwise, to all or any of the purposes of the Bill, and to borrow, with the sanction of the Local Government Board, such sums as they may require for the repair, maintenance, and improvement of the said portions of Canal, or any other purpose of the Bill.

6. To empower the Corporation to levy tolls, rates, and duties in respect of the transferred portions of Canal, and the traffic thereon; to continue or alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

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

8. To incorporate, or make applicable to the purposes of the Bill, the Lands Clauses Acts, and any general Act relating to canals.

9. The Bill will or may contain provisions as to the continuance or otherwise of the winding up of the Company, and for the release and discharge of the Company and its shareholders from all liabilities and obligations affecting the Canal; and it will or may make applicable, amend, or repeal the provisions, or some of the provisions, of the Local and Personal Acts, 57 George III., cap. 63, 59 George III., cap. 104, 1 and 2 George IV., cap. 62, 3 George IV., cap. 86, and 9 George IV., cap. 57, relating to the undertaking; the Act 47 George III., cap. 84, and any other Act relating to the Portsmouth and Arundel Navigation, or to the city of Chichester.

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 9th day of November, 1891.

POWNALL and Co., Staple-inn, London;  
EDCOMBE, COLE, and HELLYER, Portsea;  
Solicitors.

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

Board of Trade.—Session 1892.

Bedford and Kempston Tramway.  
(Provisional Order.)

(Construction of Tramways in the Borough of Bedford and in the Parish of Kempston both in the County of Bedford; Gauge; Motive Power; Compulsory user, &c., of Streets; Tolls; Purchase of Lands by Agreement; Agreements with Local and Road Authorities; and other Purposes.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade for a Provisional Order under the Tramways Act, 1870 for the purposes, 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, Corporation, person, or persons to be named in the draft Provisional Order (hereinafter called "the Promoters"), to construct and maintain, use and work the tramway described in this notice, or some part or parts thereof, with all necessary and proper works and conveniences connected therewith (that is to say):—

A Tramway commencing in the parish of Saint Paul, in the borough and county of Bedford, at the gates entering at the station yard of the Midland Railway Station, passing thence in an easterly direction along the Midland-road to Prebend-street, along Prebend-street in a

southerly direction, crossing the River Ouse where it enters the parish of Saint Mary, in the said borough of Bedford, along Cauldwell-road into Cauldwell-street, turning westward along Cauldwell-street, passing over the Midland Railway (Hitchin Branch), distance to the centre of such railway 39·6 chains or thereabouts; Thence along Kempston-road, continuing in a westerly direction, crossing the Midland Railway main line at a distance of 68 chains, and entering the parish of Kempston, in the county of Bedford, at a distance of about one mile. From this point the tramway continues to the corner of Up End-road, passing along Up End-road in a southerly and westerly direction, along Saint John-street in a northerly direction into the High-street in a southerly direction, and terminating at a point opposite the west wall of the Three Fishes beerhouse or east side of Well-lane in the said parish of Kempston, in the county of Bedford.

The tramway will be situate in the parishes of St. Paul and St. Mary respectively, both in the borough of Bedford, and also in the parish of Kempston, all in the county of Bedford.

The total length will be 2 miles 4 furlongs 4·12 chains or thereabouts.

The tramway will be a single line along the centre of the roads excepting between the following points where it will be a double line (that is to say):—

1st. In the Midland-road, Bedford, commencing at the station gates for a length of 3 chains, east.

2nd. In Cauldwell-road, commencing at 3 furlongs for a length of 2·5 chains in a southerly direction.

3rd. In the Kempston-road, commencing at 5 furlongs 6·5 chains for a length of 2·5 chains in a westerly direction.

4th. In the Kempston-road, commencing at 1 mile 2 furlongs 3 chains, for a length of 3 furlongs, in a westerly direction.

5th. In the Kempston-road, commencing at 1 mile 5 furlongs 6 chains, for a length of 2·5 chains, in a westerly direction.

6th. In Saint John-street, commencing at 2 miles 1 furlong 3 chains, for a length of 3 chains, in a north-westerly direction.

7th. In the High-street, commencing at 2 miles 4 furlongs 1·12 chains, for a length of 3 chains, in a westerly direction, terminating at the end of the tramway.

The following is a description of each point at which the said tramway is proposed to be laid so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road, viz:—

In Midland-road on both sides thereof from its commencement at Station Gates for a distance of 3 chains or thereabouts;

From 7·5 chains in Prebend-street to 3 furlongs 6 chains on the Bridge-approach in Kempston-road on both sides thereof;

From 5 furlongs 5 chains in Kempston-road to 7 furlongs 1 chain in same road on both sides thereof.

From 1 mile 2 furlongs 3 chains for a length of 3 chains, or to 1 mile 2 furlongs 6 chains in Kempston-road on both sides thereof.

From 1 mile 5 furlongs 6 chains for a length of 2·5 chains, or to 1 mile 5 furlongs

8.5 chains in Kempston-road on both sides thereof.

From 1 mile 7 furlongs 6 chains to 2 miles 1 furlong 1.85 chain on both sides of Up End-road.

From 2 miles 1 furlong 6 chains to 2 miles 2 furlongs 7 chains in Saint John-street, Kempston, on both sides thereof.

From 2 miles 4 furlongs 1.5 chain to 2 miles 4 furlongs 4.5 chains in High-street, Kempston, on both sides thereof.

Wherever in this notice any point of distance is described by reference to or to the direction or distance from any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective streets, roads, or places, and along the proposed line of tramway.

It is not intended to run on the tramway carriages or trucks adapted for use upon railways, and it is not proposed to lay any tramway, 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 pathway on either side of the street and the nearest rail of the tramway, except in the cases hereinbefore referred to.

The proposed Provisional Order will also contain powers and provisions in relation to the following matters and things, or some of them:—

To provide that the said tramway shall be constructed on a gauge of 4 feet  $8\frac{1}{2}$  inches.

To empower the Promoters to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the proposed tramway, or for affording access to the stables, carriages, houses, buildings, sheds, and works of the Promoters.

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

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

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

To authorise the use on the proposed tramway, or any part or parts thereof, of carriages and engines moved by animal or steam, electrical or other mechanical or other motive power.

To provide for the repair by the Promoters, their lessees or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which the proposed tramway may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of the proposed tramway.

To provide that so much of section 34 of the Tramways Act of 1870 as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the proposed tramway.

To authorise the Promoters and lessees or other the person or persons working the said tramway to levy tolls, rates, and charges for the use of the proposed tramway, by carriages passing along the same and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemption from tolls, rates, and charges.

To empower the Promoters for all or any of the purposes of the Order, to stop up, break up, alter, remove and interfere with, temporarily or permanently, public and private streets, roads, highways, railways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, pipes, tubes, telegraph, telephone and other apparatus.

The said Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

The Provisional Order will or may incorporate with itself, and with or without alterations, all or some of the provisions of the Tramways Act, 1870.

And notice is also given that duplicate plans and sections of the proposed tramway and works, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Bedford, at his office in the Shire Hall, Bedford, in that county; and with the Town Clerk of Bedford, at his office in Dame Alice-street, Bedford aforesaid; and that a copy of such plans and sections, together with a published map of the district, with a line of the proposed tramway marked thereon; a diagram, as prescribed by the Board of Trade rules, together with a copy of this notice as published in the London Gazette, will be deposited at the office of the Board of Trade, Whitehall Gardens; and that a copy of such plans and sections, together with a published map of the district, with a line of the proposed tramway marked thereon; a diagram as aforesaid, and a copy of this notice as published in the London Gazette, will be deposited in the office of the Clerk of the Parliaments (House of Lords), and in the Private Bill Office of the House of Commons; and also—

That a copy of so much of the said plans and sections as relates to each of the districts, parishes, townships, or extra-parochial places from, in, through, or into which the proposed tramway and works, or any part of them, will be made or pass, together with a copy of this notice, will on or before such 30th day of November instant, be deposited for public inspection as follows: with respect to each parish, with the parish clerk of each such parish, at his office or residence (as the case may be); and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his office or residence; with the local authority of the borough of Bedford, at the office of such local authority in Dame Alice-street, Bedford, aforesaid; and with the Clerk of the Vestry of the parish of Kempston, at his residence in Kempston aforesaid.

The draft of the proposed Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1891, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of

one shilling each, at the respective offices of the undersigned.

All companies, corporations, 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 of the Railway Department of the Board of Trade, on or before the 15th day of January, 1892, and copies of such objections must at the same time be sent to the undermentioned Solicitor or Parliamentary Agent on behalf of the Promoters, and that 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, 1891.

W. G. CARTER MITCHELL, 8, St. Paul's-square, Bedford, Solicitor.

EDWARD WALMISLEY, 25, Abingdon-street, Westminster, London, S.W., Parliamentary Agent.

In Parliament.—Session 1892

Ormskirk Gas.

(To Extend the Limits of Supply; To Break Up Streets, &c., in Extended Gas Limits; To Continue Existing Gas Works, and to Purchase other Land and Erect Thereon Additional Gas Works; Power to Manufacture, &c., Gas and Residual Products thereon; To Divert Sewers; To Acquire by Agreement other Land not to be used for the Manufacture of Gas, &c.; To Sell and Dispose of Superfluous Lands; Further Capital; Reserve and Insurance Funds; Alteration of Date of General Meeting; Pressure, Illuminating Power, and Testing Gas; Agreements with and Powers to Local Authorities as to Supply of Gas in Bulk within or beyond Limits; Patent Rights; Power to Deal in and Sell Chemicals, Residual Products, &c.; Sale, &c., of Gas Fittings, &c., for Cooking and Motive Power; Raising, &c., of Mains, &c.; Alteration of Price of Gas; Provisions affecting Consumers; Incorporation and Amendment of Acts; and for Other Purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Ormskirk Gas Light Company (hereinafter called "the Company") for an Act for all or some of the following purposes, that is to say:—

1. To extend the Company's existing limits of supply as defined by the Ormskirk Gas Light Act, 1853, so as to include the townships of Lydiate, Maghull, Melling, Scarisbrick, Halsall and Parbold respectively, all in the county of Lancaster, and to lay down, maintain, enlarge, alter or renew, take up and discontinue mains, pipes, meters, sewers, drains, lamps, lamp posts, burners, stopcocks, machinery and other works, apparatus and conveniences in, through, across, along, over, or under lands, streets, roads, highways, railways, rivers, canals, bridges, and other places, and for those purposes to open and break up any streets, roads, highways, footways, bridges, towing paths, canals, railways, tramways, sewers, drains, streams, water courses, passages and places within the existing and proposed extended limits of supply.

2. To authorise the Company to continue and maintain, alter, enlarge and improve, renew, or discontinue their existing gas works and works connected therewith on the land (a) hereinafter described, and also for the purposes hereinafter mentioned, to purchase by agreement and to

hold the land (b) hereinafter described, or some part or parts thereof.

The lands (a) and (b) hereinafter referred to are the following, that is to say:—

(a) All that piece of land now belonging to the Company and occupied by their existing gasworks and offices, situate in the township and parish of Ormskirk, in the county of Lancaster, and containing by admeasurement 1a. 2r. 35p., or thereabouts, and bounded on the northerly side by land belonging, or reputed to belong, to the Earl of Derby; on the southerly side by Aughton-street, and by land belonging, or reputed to belong, to Messrs. Greenall, Whitley & Co., Limited, Margery Reynolds, James and Thomas Twists Devises, and Peter Freeman; on the easterly side by land belonging, or reputed to belong, to the Earl of Derby, Messrs. Greenall, Whitley & Co., Limited, and Peter Freeman; and on the westerly side by land belonging, or reputed to belong, to Thomas S. Parker, Margery Reynolds, James and Thomas Twists Devises, Robert Rothwell, John Prescott, Joseph Peet, and George Kirby.

(b) All that piece of land in the parish and township of Ormskirk aforesaid, now belonging, or reputed to belong, to the Earl of Derby, and in the occupation, as to portion thereof, of Henry Harvey, and as to other portion thereof, of John Gardiner Sykes, adjoining the Company's said existing gasworks, measuring from north to south 358 feet 6 inches, or thereabouts, and from east to west 277 feet 6 inches, or thereabouts, and containing by admeasurement 2a. 1r. 5p., or thereabouts, and bounded on the southerly side by the Company's said existing gasworks; on the westerly side by land belonging, or reputed to belong, to Thomas Smith, and on all other sides by land belonging, or reputed to belong, to the Earl of Derby.

And to authorise the Company upon the said land (b), or some part or parts thereof, to erect, lay down, provide, construct and maintain, and from time to time, alter, improve, enlarge, extend and renew, or discontinue, new gasworks, retorts, gas holders, receivers, purifiers, meters, apparatus and other works for the manufacture, storage, conversion, utilisation, and distribution of gas and of materials used in or about the manufacture of gas, and of residual products resulting or obtainable therefrom; and to make and store gas and residual products on such lands respectively; and to divert or remove all sewers, mains, drains, pipes or tunnels now in or passing through or under the said lands, and to construct new or substituted sewers, mains, drains, pipes and tunnels in substitution for those so to be diverted or removed, and to do all works necessary therefor or in connection therewith; and to enable the Company to exercise in respect of the said lands, or any part or parts thereof respectively, all or some of the powers and provisions of "The Ormskirk Gas Light Act, 1853," as the same may be altered, amended, and enlarged by the intended Act. And the Bill will or may sanction, confirm, or give effect to any contract or agreement which has been, or may before the passing of the Bill be entered into for the purchase of all or any of the said lands referred to in this Notice.

3. The Bill will or may authorise the Company to purchase or take on lease by agreement and hold for the purpose of storing gas, and for the general purposes of their undertaking, other than for the manufacture of gas or residual products,

lands, houses and hereditaments, in addition to the lands hereinbefore described, and rights and easements in, over, through or under any such lands.

4. To enable the Company from time to time to sell, exchange, let on lease or otherwise dispose of any lands or buildings at any time acquired or held by them which they may not for the time being require for the purpose of their undertaking.

5. To empower the Company to raise for the purposes of their intended Act, and for the general purposes of their undertaking, additional capital by shares or stock, or both, and by borrowing, and to attach to all or any of such shares or stock a preference or priority of dividend or interest, or any other advantage which the Bill may define or Parliament may prescribe, and to authorise the Company to create and issue debenture stock, and to apply to all or any of the purposes of the Bill any funds and capital belonging to or authorised to be raised by them.

6. To consolidate all or any of the existing shares or stocks of the Company, and of the shares or stock to be created under the powers of the intended Act, and to provide for such consolidation, and for regulating, defining, altering, and re-arranging the capital of the Company, and the classes or denominations of shares into which such capital is now or may be divided, and to make or provide for making such arrangements connected with or consequent on all or any of such objects or purposes as may be deemed needful, and so far as may be necessary therefor respectively to vary the rights of the holders of shares or stock to be consolidated or otherwise dealt with under the Bill, and to enlarge and make further provision with regard to the reserve fund, and with regard to the creation of an insurance fund.

7. To repeal Section 15 of the Ormskirk Gas Light Act, 1853, and in lieu thereof to provide that the general meetings of the Company shall be held on any day in the months of February or March which the Directors may prescribe.

8. To prescribe the pressure at which gas is to be supplied and the illuminating power of the gas to be supplied by the Company, with the burner and apparatus to be used for testing the same, and the place where such apparatus shall be fixed and such testings be made.

9. To provide that in certain cases the Company shall not be liable to any penalty for insufficiency of pressure, defect of illuminating power, or for excess of impurity in the gas supplied by them.

10. To empower the Company on the one hand, and any Local Authority, Company, Corporation, public body, officers, or persons on the other hand, to enter into and carry into effect, alter, rescind contracts, agreements, and arrangements for or in respect of the supply by the Company to any Local Authority, Company, or Corporation, public body, officers, or persons of gas in bulk, or otherwise within or beyond the Company's limits of supply, for any public, trading, or other purpose, and to authorise such Local Authority, Company, Corporation, or public body, or officer to apply their respective funds for any of such purposes.

11. To require consumers of gas and others to give to the Company security, by way of deposit such a sum of money as may be agreed upon, for the due payment of gas or meter rents, or other sums which may be or become due or payable to the Company, and the Company shall pay interest thereon, and to empower the Company to refuse to supply gas to persons who have

previously quitted premises without having paid the Company for gas there supplied or other moneys due to the Company; and to enable the Company from time to time to make, alter, and rescind bye-laws or rules and regulations respecting or relating to the supply or consumption of gas, and to meters and fittings used in connection therewith.

12. To authorise the Company to acquire, hold, and use patent rights or licenses, and authorities under letters patent, for or relative to the production, manufacture, utilization, supply and distribution of gas and other illuminating agents, or heating or motive power, either in substitution for, or as supplementary to or in aid of gas.

13. To empower the Company to deal in, sell, and dispose of coal, lime, coke, tar, pitch, asphalt, chemicals, and other residuals, and manufacturing products, and other matters and things, and to extend the 23rd Section of the Gas Works Clauses Act, 1871, for the recovery of charges for gas, to the recovery of charges for coal, lime, coke, tar, pitch, asphalt, and other materials supplied by the Company, or for the hire or fixing of gas stoves or fittings, and to provide that the time for commencing proceedings for the recovery of such charges, or such hire or fixing, shall be limited to six years from the time when the debt was incurred.

14. To enable the Company to manufacture purchase, sell, let on hire or supply meters, fittings, tubes, engines, stoves, machines, and other apparatus, for measuring, lighting, heating, cooking, or motive power, and for manufacturing, industrial, or any other purposes, connected with the use of gas, and to recover charges in respect thereof.

15. To make provisions with regard to the raising, sinking, or otherwise altering the position of the Company's pipes, stopcocks, or syphons by the Local Authority.

16. To empower the Company to alter the authorised and present price of gas supplied by them, and to charge and recover other increased rents, prices, or charges in lieu thereof, differential as to locality of supply, or otherwise within the Company's limits as proposed to be extended as may be prescribed by the Bill.

17. To require consumers to give to the Company a prescribed notice in writing before connecting or disconnecting any gas meter, or before discontinuing the consumption of gas, or ceasing to occupy houses, buildings, and other premises supplied with gas by the Company.

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

19. To incorporate with and to extend to the purposes of the intended Act, so far as the same are or may be made applicable, and except so far as the same may be varied thereby 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, except the provisions thereof relating to the compulsory purchase of lands, the Gas Works Clauses Acts, 1847 and 1871; and to confer upon the Company all such other powers, rights, and privileges as may be necessary or expedient for the purposes of their undertaking, and for carrying into effect the objects of the intended Act.

20. To alter, amend, enlarge, and if need be repeal, consolidate, or re-enact, with or without amendment or alteration, all or some of the powers and provisions of The Ormskirk Gas

Light Act, 1853, as may be thought expedient, and any other Act relating 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 this 17th day of November, 1891.

PARR, SADLER, & DICKINSON, Ormskirk, Solicitors for the Bill.

R. D. BAXTER, 12, Victoria-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1892.

Channel Tunnel (Experimental Works).

(Power to the Channel Tunnel Company (Limited), either alone or jointly with any other Company, Government, Body, or Person, to Maintain, Vary, and Enlarge Existing Works, or Execute further Experimental and other Works for a Tunnel beneath the Straits of Dover; Appropriation of Soil and Bed of the Straits of Dover; Provision for Vesting in the Lords of the Treasury the Right of Determining the Expediency of Prosecuting the Permanent Works, and for the Transfer of the same to the Lords of the Treasury; Provision for the Admission of the South-Eastern Railway Company and the London, Chatham, and Dover Railway Company, or either of them; Amendment and Repeal of Section 17 of the Railways Clauses Consolidation Act, 1845; Amendment and Repeal of Acts; Memorandum of Association; and other Purposes.)

**A** PPLICATION will be made to Parliament next Session by the Channel Tunnel Company (Limited) (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following purposes (that is to say):

To enable the Company, either alone or jointly with any other company, government, body, or person, as may be provided by the Bill, to maintain, alter, enlarge, and extend, for experimental purposes, the existing shafts, borings, headways, driftways, and other workings already executed by them, or by the South-Eastern Railway Company upon the foreshore, in the parish of Hougham, in the county of Kent, and in, through, and under the bed of the Straits of Dover, above and below low water mark, at or near the Shakespeare Tunnel, near Dover, in the said parish of Hougham, and adjacent thereto, with the object of ascertaining and determining the practicability of making and maintaining a tunnel for railway purposes beneath the Straits of Dover between England and France.

To enable the Company, either alone or jointly with any other company, government, body, or person, as aforesaid, to use or appropriate so much of the soil and bed of the Straits of Dover as may be required for the works and purposes aforesaid, and for any of the purposes of the intended Act, and to acquire such other rights, powers, and privileges as may be necessary or convenient for or in connection with all or any of the purposes of the intended Act.

To make provision (in the event of the said experimental Channel Tunnel works proving successful, and the practicability of constructing and making the Channel Tunnel being demonstrated) for vesting in the Lords of the Treasury, or as the intended Bill may prescribe, the sole right of determining the expediency of continuing or prosecuting the permanent works of the Channel Tunnel, and to empower the Lords of the Treasury to sanction and authorise the prosecution, continuance, and execution of the said permanent Channel Tunnel works, subject to such conditions, restrictions, and requirements as the

said Lords of the Treasury or the Bill may prescribe, and to enable the Company, either alone or jointly with any other company, government, body, or person, to prosecute, continue, and execute such permanent works.

To provide that in the event of the said experimental works proving successful, as aforesaid, the Company, either alone or jointly, with any other company, government, body, or person, executing or having executed the same or any permanent Channel Tunnel works, may, within 10 years of the passing of the said intended Act, or within such other period as may be provided by the Bill, or Parliament may prescribe, be required to sell and transfer the same to the Lords of the Treasury, or as the Bill may prescribe, upon such terms and conditions as may be agreed upon, or failing agreement, as may be settled by arbitration.

To make provisions for admitting the South-Eastern Railway Company and the London, Chatham and Dover Railway Company, or either of them, to join and participate in the execution of the said experimental and permanent tunnel works, or either of them, upon such terms as may be mutually agreed upon between the parties, or as failing agreement may be settled by arbitration.

To alter and amend, and if need be to exempt the proposed works from the operation of Section 17 of the Railways Clauses Consolidation Act, 1845, and to make other provisions in lieu thereof.

To vary or extinguish all rights and privileges connected with the land and soil beneath the Straits of Dover and the bed of the English Channel, and all other rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all such other rights and privileges as would be conducive to the attainment of all or any of the purposes of the intended Act.

It is proposed by the intended Act to alter, amend, enlarge, extend, or repeal so far as may be necessary the provision of the Company's memorandum and articles of association.

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, 1891.

Dated this 18th day of November, 1891.

W. R. STEVENS, 11, St. Thomas-street, S.E.;

R. W. PERKS, 9, Clement's-lane, Lombard-street, E.C., Solicitors for the Bill.

In Parliament.—Session 1892.

Blackpool Improvement.

(Making an Embankment, Sea-wall, or Hulking, with Road and Promenade along the North Shore from Cocker-street to the "Gynn Inn"; Widening the Carriage Drive; New Carriage Drive near Bailey's Hotel Premises and West Cliffe to connect the Widened Carriage Drive with said Road; New Promenades and Embankments, Sea Walls, or Hulkings; Compulsory Purchase of Lands and of Parts of Property only, and of Reversion of Market Lands and Apportionment of Rent; Sale and Lease of Lands; Transfer to Corporation of Land west of property on the east side of Queen's-drive in Claremont-park, and of the Access thereto from West End of Cocker-street, Compulsorily or by Agreement; Special Provisions as to Entry to said Land, Road, and New Works, with Power to Levy Tolls therefor and to exclude therefrom, and to prevent

annoyance therein; Regulating Use of Sands and Foreshore Carriage Drives and Parades; Markets and Fairs, Slaughter Houses, Streets, and Public Places; Provisions as to Hawkers and Pedlars, and Licensing by Corporation; Purchase of Part of Undertaking of Saint Anne's-on-the-Sea Gas Company within the Borough, and Exclusive Powers to Corporation to Supply Gas therein; Private Improvement Expenses; Further Powers for Good Government of the Borough relating to Streets (Public and Private), Buildings, Sanitary and Police Matters, and the Prevention of Nuisances; Additional Market Tolls and Power to Take Tolls on Butter, Eggs, and Fish; Fixing the Parade Rates; Levying Rates, General and Special; Special Rates on Property in and abutting on and adjacent to Claremont-park: Alteration of Tolls, Rates and Charges, and of Composition for Rates in respect of the Piers; Valuation Lists; Power to Make New and Confirmation of Existing Agreements; Additional Borrowing Powers; By-Laws; Penalties; Amendment and Repeal of Acts.)

**A** PPLICATION is intended to be made to Parliament, in the ensuing Session, by the Mayor, Aldermen, and Burgesses of the Borough of Blackpool (hereinafter called "the Corporation"), for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

1. To empower the Corporation to make and maintain, partly in the township of Layton-with-Warbreck, in the parish of Bispham, in the county of Lancaster, and partly on the foreshore or bed of the sea adjoining that township, the following works on and adjoining "the North Shore," and within the Municipal Borough of Blackpool (hereinafter referred to as "the Borough"), that is to say:—

Work No. 1.—A road or carriage drive commencing at the northern termination of the existing Carriage Drive, at the western end of Cocker-street, and terminating at a point 170 feet or thereabouts, measured in a south-westerly direction from the south-westerly corner of the Inn known as the Gynn Inn;

Work No. 2.—An embankment, sea-wall, hulking, or other defence against the sea, along the said North Shore parallel and co-extensive with the said road;

and to appropriate the whole or any portion or portions of the said road to pedestrian, horse, or vehicular traffic.

2. To provide, wholly or partially, for the construction and maintenance of the before mentioned works, and any works incidental thereto by the levy of special rates on the owners and occupiers of, and on the property in and abutting on the land known as Claremont-park, and in Carlton-terrace, and on the other property abutting on the street leading from the westerly end of Cocker-street to Claremont-park aforesaid, and to confer exemptions from such rates, and to provide for their recovery.

3. To transfer to or provide for the transfer to the Corporation of the road and footway known as the Queen's Drive, and of the said street leading from Cocker-street to the land known as Claremont-park, and of so much of that land as is situate to the west of that drive (all in the said township, parish and borough), for such purposes, and subject to such restrictions, and upon such terms and conditions, compulsory or as may have been or may be agreed upon, as the Bill may define, or as Parliament may prescribe, and for the laying-out, planting, and improving by the Cor-

poration of the whole or any portions of the said land.

4. To empower the Corporation to levy, demand, and recover tolls and charges for the use of the said new road, and the said Park, and the said street leading thereto from Cocker-street or any part or parts thereof respectively by passengers on foot or on horseback, and by animals, carriages, and other vehicles and machines however propelled, and to confer exemptions wholly or partially from such tolls and charges, or any of them, and to provide for their recovery and against their evasion, and to make by-laws and regulations for regulating the admission to and the user of, and the exclusion from the said New Road, Park and Street, and any part or parts thereof respectively, and the conduct of the persons using or being thereon or therein, and for preventing nuisances and obstructions thereon and therein and annoyance to the persons frequenting the same, and to the owners and occupiers of property thereon or abutting thereon, and to constitute the same for all purposes of Police and the Vagrancy Acts, streets and public highways and public places.

5. To authorise the Corporation and the Blackpool Land, Building and Hotel Company, Limited, and the said owners and occupiers to enter into and fulfil agreements with respect to all or any of the before-mentioned works, matters, or things, and to confirm, with or without alteration, any agreement which may have been, or during the progress of the Bill may be entered into between them, or any of them, and also to confirm an agreement made between the said Company and the Layton-with-Warbreck Local Board of Health, dated the 10th day of May, 1865, and an agreement made between the said Company and the Corporation, and dated the 7th day of July, 1891, relating to sewerage works in Claremont-park, and any payments made thereunder respectively.

6. To empower the Corporation wholly within the borough, to construct and maintain the following works, that is to say:—

Work No. 3.—The widening wholly in the said township and parish of the Public Highway, known as "The Carriage Drive" (hereinafter referred to as the "existing carriage drive"), by absorbing therein the existing promenade and embankment, sea wall or hulking or some part or parts thereof, such widening to commence at the southern end thereof, and to terminate by a junction with Work No. 4 at its commencement hereinafter described.

Work No. 4.—The widening wholly in the said township and parish of the existing carriage drive, by absorbing therein the existing promenade and embankment, sea wall or hulking, or some part or parts thereof; such widening to commence at or near the south-east corner of the North Pier, and to terminate by a junction with Work No. 5 at its commencement hereinafter described.

Work No. 5.—A new road, or carriage drive, partly in the said township and parish, and partly on the foreshore or bed of the sea, to commence in and out of the existing carriage drive, at a point opposite the centre line of Queen-street, and to terminate in the existing carriage drive at a point where it crosses the continuation of the centre line of Banks-street.

Work No. 6.—The widening wholly in the said township and parish of the existing carriage drive, by absorbing therein the existing promenade and embankment, sea-

wall or hulking, or some part or parts thereof, such widening to commence by a junction with the said Work No. 5, at its termination hereinbefore described, and to terminate at the western end of Cocker-street by a junction with Work No. 1 at its commencement.

Work No. 7.—A new promenade or parade, partly in the said township and parish, and partly on the foreshore or bed of the sea, on the westerly side of the said carriage drive (Work No. 3), to commence at the southern end of the existing promenade or parade, and to terminate by a junction with Work No. 8 at its commencement hereinafter described.

Work No. 8.—A new promenade or parade, partly in the said township and parish, and partly on the foreshore or bed of the sea, on the westerly side of the said carriage drives (Works Nos. 4, 5 and 6), to commence at or near the southerly side of the easterly end of the North Pier, and to terminate at the western end of Cocker-street by a junction with Work No. 1 at its commencement.

Work No. 9.—An embankment, sea wall, hulking, or other defence against the sea, partly in the said township and parish, and partly on the foreshore or bed of the sea, on the westerly side of, and along, and co-extensive with the said new promenade or parade (Work No. 7.)

Work No. 10.—An embankment, sea wall, hulking, or other defence against the sea, partly in the said township and parish, and partly on the foreshore or bed of the sea, on the westerly side of, and along, and co-extensive with the said new promenade or parade (Work No. 8.)

and the Bill will empower the Corporation to levy tolls and charges for the use of the new parades, and will or may extend to the said works Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 respectively, such of the provisions relating to the existing parade and existing carriage drive, and contained in the Acts and Provisional Orders hereinafter mentioned, relating to the Borough, as may be considered expedient, with such alterations and amendments as may be contained in the Bill.

7. To confer on the Corporation further powers for regulating the user of the said works, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 respectively, and the sands and sea shore, and the sea walls, embankments, roads, footways, slades, accesses and approaches thereto, and all works connected therewith (all which are hereinafter included in the expression "the Shore") within or adjacent to the Borough, and the conduct of persons using the same, to prohibit (except with the consent of, or under license from the Corporation) and to regulate the erection or placing of booths, tents, sheds, stands, and stalls (fixed or moveable), and the holding of shows, exhibitions, games, and amusements, and touting, singing, acting, the playing of musical instruments, preaching, lecturing, and making speeches, and the hawking, crying, selling, exposing, or offering for sale of any article or thing, and the use of bicycles, tricycles, and other machines on the shore, or on any part or parts thereof; for regulating bathing from the shore and for protecting bathers, and to constitute the shore a street and public highway and public place, for all purposes of Police and the Vagrancy Acts, and for the prevention of nuisances and the protection of persons and property, and to authorise the Corporation to grant and charge for licences granted for the before-mentioned purposes.

8. To enable the Corporation in connection

with, and for the purposes of the several works hereinbefore described, or any of them, and of the Bill, to make, place, erect, and maintain all such walls, embankments, groynes, abutments, piers, pillars, cantilevers, arches, bridges, buildings, erections, piling, roadways, footways, steps, slades, approaches, sewers, drains, pipes, works, and appliances as may be deemed necessary or expedient, and to break up, divert, alter, stop up, or interfere with either temporarily or permanently roads, highways, slades, foot-paths, tramways, streams, watercourses, drains, culverts, sewers, telegraphic, telephonic, electric and other wires, pipes, and apparatus, and other works, and especially to stop up, divert, or alter all such slades as are shown on the deposited plans hereinafter referred to relating to the said works, as intended to be stopped up, diverted, or altered, and generally to vest in the Corporation in relation to the proposed works the powers conferred on Railway Companies by Section 16 of the Railways Clauses Consolidation Act, 1845, for the construction and maintenance of railways, and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works as shown on the plans and sections to be deposited as hereinafter mentioned.

9. To enable the Corporation for all or any the purposes of the Bill, to acquire compulsorily or by agreement, and to take on lease lands, buildings, foreshore, hereditaments, easements, and property (all which are included in the word "lands" when hereinafter used), and to confirm any such acquisition or lease already made or granted.

10. To enable the Corporation to acquire compulsorily portions only of houses, buildings, and manufactories without being subjected to the liabilities imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

11. To authorise the Corporation to sell for a gross sum, or annual rent charges, or to exchange or otherwise dispose of, grant building or other leases of, and let any lands acquired under the powers of the intended Act, and not required for the purposes for which they were acquired, and to sell any such rent charges and the reversion in any such lands, and to extend the powers of the Corporation for the holding, retaining, and disposing of lands.

12. To empower the Corporation to acquire compulsorily or by agreement the reversion in fee in the leasehold land in the said township, parish and borough, held or used by them for market purposes, and situate between Lytham-street and Market-street, and on the southerly side of West-street, and to redeem or apportion any rent or rents payable thereout.

13. To declare the Market and Fair limits of the Corporation to be the Borough; to extend the articles as to which the Corporation may take tolls; to make further provision as to the recovery thereof; to repeal Section 56 of the Blackpool Improvement Act, 1853, so as to enable the Corporation to levy tolls on butter, eggs, and fish, including shell fish, and to prohibit any licensed hawker, pedlar, or other like person, from selling any article or thing in any street of the Borough, or on the shore, except with the license of the Corporation, and to amend so far as relates to the Borough, Section 13 of The Markets and Fairs Clauses Act, 1847, accordingly.

14. To enable the Corporation to appropriate particular markets and fairs, or portions thereof, to the sale of particular animals and things, and to make provision with respect to the weighing thereof, and the bringing and delivering thereof into, and from the markets and fairs, and

slaughter houses of the Corporation, and to constitute all market and fair places, and slaughter houses, streets and public highways, and public places, for all purposes of and relating to Police and the Vagrancy Acts.

15. To enable the Corporation in connection with their markets, fairs, and slaughter houses, to erect, maintain, and let refreshment and other rooms, conveniences, and lavatories.

16. To empower the Corporation to purchase compulsorily or by agreement so much of the undertaking, plant and materials of the Saint Anne's-on-the-Sea Gas Light and Coke Company, Limited, as are situate within the Borough, and to authorise the Corporation to supply gas within the portion of the gas limits of that Company, which is situate within the Borough, and to exclude that portion from the limits of the supply of gas by the said Company, and to alter and amend accordingly Section 37 of the Blackpool Improvement Act, 1879, and the Saint Anne's-on-the-Sea Gas Order, 1876.

17. To empower the Corporation in any street, parade, footway, park, or public place, or on any land, with the consent of the owner and occupier thereof, to place and maintain shelters from wind and rain, chairs, seats, and lavatories, and to charge for the use thereof, and to erect, place, and maintain drinking fountains and cattle troughs, and supply the same with water.

18. To confer on the Corporation any powers which may be deemed expedient to enable them to complete the purchase of the lands and property of the Blackpool Electric Tramway Company, Limited, as provided for in the lease to that Company by the Corporation dated the 16th day of June, 1888.

19. To empower the Corporation in such events, and under such restrictions and conditions if any, as may be prescribed by the Bill, or as Parliament may impose, to place and run carriages upon the tramways of the Corporation or any of those tramways, and to demand and take tolls and charges with respect to the use of such carriages, and to confer upon the Board of Trade all such powers as may be deemed expedient in relation to the premises.

20. To define new street and private improvement expenses, and to make further and other provisions with respect thereto, and to the fixing, apportionment, charging and recovery thereof.

21. To extend the provisions of Section 28 of The Town Police Clauses Act, 1847, to offences committed in streets, roads, footways, and places not repairable by the inhabitants at large of the Borough.

22. To make further provision for the improvement and good government of the Borough, the prevention of nuisances, obstructions, and offences therein, and among other things especially with respect to the following matters, that is to say:—

Definition of buildings and new buildings, streets; defining building line and street line; plans and sections of new buildings and streets, or alterations therein; alteration in plans sections or buildings, height area and size of rooms chimneys and buildings, building materials, furnaces and ovens, ventilation, open space, sewerage and drainage, private streets works and expenses, ash-tubs and privies, cleansing water-courses, courts, back-yards, stables, projections and openings in, and excavations under streets, back streets, temporary erections, sky-signs, dangerous places, common lodging-houses, touting, street traffic, Sunday traffic, bicycles, tricycles, velocipedes,

and other similar machines, swings, and whirligigs, stands and fares for and inspection of hackney-carriages and omnibuses, advertising, and the distributing of handbills, crying of articles, dealers in, and collectors of, second-hand goods rags bones and bottles, licenses, custody and re-delivery of left or lost property, fraudulent use of badges and numbers, gambling, indecent exhibitions and shows, street-singing, and music, theatrical regulations, charges for use of constables; fires, and firemen; libraries, museums, science, art, and technical schools and lectures, and the admission thereto, hospitals, superannuation of and gratuities to officers and servants of the Corporation; rate books and valuation lists; recovery and application of penalties.

23. To provide that all penalties recovered by or at the instance of the Corporation or their officers should be paid to the Corporation.

24. To alter any existing tolls, rates, and charges now authorised to be levied within the Borough, or any part thereof, and to authorise the Corporation from time to time to make and levy new tolls, rates, and charges, general and special, for all or any of the purposes of the Bill, to fix the amount of the Parade Rates, to increase the annual sums payable by the Blackpool Pier and the South Blackpool Jetty Companies respectively, to confer further powers for the recovery of tolls, rates, and charges, and to confer, vary, and extinguish exemptions from the payment of any existing or future tolls, rates, and charges.

25. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply their Corporate funds, and any moneys which they are already authorised to borrow, to the purposes of the Bill, and to consolidate their present mortgage debts, and to borrow further moneys by mortgage annuities or stock, and to charge the moneys borrowed or to be borrowed by the Corporation, or owing by them upon all or any one or more of the following securities, that is to say:—The Borough Fund, Borough Rate, District Fund, and General District Rates, lands, tenements, hereditaments, Gas, Market, Tramways, Electric Light, and other undertakings and property, and the rates, rents, tolls, and revenue of the Corporation, and to alter the present mode of charging moneys borrowed, and to alter or define the provisions now in force as to the repayment of moneys now owing or to be borrowed by the Corporation.

26. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect, under and subject to the Municipal Corporations, Public Health, Sanitary, Library, Museum, and Technical Instruction Acts, and other Acts, public and local, affecting the Corporation or the Council of the Borough, with such modifications as may be contained in the Bill, and for all or any of the purposes of the Bill, to make and enforce by-laws and regulations, and to enter into and fulfil agreements and contracts, and the Bill will or may confirm, with or without alteration, any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

27. The Bill will vary, amend and extend, or repeal, alter, and consolidate all or some of the provisions of, among other Acts, the following, that is to say, "The Blackpool Improvement Acts" passed in the years 1853, 1865, and 1879, and any Provisional Orders altering and amending the same, "The Blackpool Corporation Tramways Order, 1884," "The Blackpool Electric Lighting Order, 1890," "The Local Government Act,



1868 (No. 6),” and the “Layton-with-Warbreck Provisional Order” thereby confirmed, and any other Acts or Orders relating directly or indirectly to the Corporation or the Borough, and “The Blackpool Pier Order, 1863,” “The Blackpool Pier Act, 1878,” “The Blackpool (South) Pier Orders, 1866 and 1891,” “The Blackpool (South Shore) Pier Order, 1891,” “The Blackpool Sea Water Act, 1873,” and “The Saint Anne’s-on-the-Sea Gas Order, 1876,” and any other Act or Order relating directly or indirectly to the Blackpool Pier Company, the South Blackpool Jetty Company, Limited, the Blackpool (South Shore) Pier and Pavilion Company, Limited, the Blackpool Sea Water Company, and the Saint Anne’s-on-the-Sea Gas Light and Coke Company, Limited, and the Bill will incorporate with itself in extenso or by reference with or without alteration, such of the provisions as may be thought fit, of the various Acts hereinbefore mentioned, and of “The Lands Clauses Acts,” “The Railways Clauses Consolidation Act, 1845,” “The Local Loans Act, 1875,” “The Towns Improvement Clauses Act, 1847,” “The Town Police Clauses Act, 1847 and 1889,” and “The Commissioners Clauses Act, 1847,” and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

Duplicate plans and sections describing the lines, situations and levels of the proposed works, and the lands in or through which they will be made, and plans showing the lands which may be taken under the powers of the Bill, together with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Lancashire, at his office at Preston, and with the Parish Clerk of the parish of Bispham, at his residence.

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

Dated this 19th day of November, 1891.

T. LOFROS, Town Clerk, Blackpool.

DYSON AND Co., Parliamentary Agents,  
24, Parliament-street, Westminster.

Board of Trade—Session 1892.

Morecambe Tramways Extension.

(Construction of additional Tramways in the Township of Poulton Bare and Torrisholme, in the Parish and County of Lancaster; Power to use Electrical Power thereon and on previously authorised Tramways; Additional Capital; Tolls.)

**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, 1891, for a Provisional Order (under the Tramways Act, 1870):—

To authorise the Company incorporated by the Morecambe Tramways Act, 1886 (in this Notice called “the Promoters”), to construct and maintain in the county of Lancaster the Tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The Tramways proposed to be authorised are the following:—

Tramway No. 3.—A Tramway 3 furlongs 5 chains or thereabouts in length, wholly situate within the district of the Morecambe Local Board,

commencing in Marine-road in line with the westerly side of Clarence-street, by a junction with Tramway No. 1 of the existing tramways of the Promoters, passing thence in a north-easterly direction along the Promenade, and past Eidsforth, Morecambe, Calton, and Brighton-terraces, and terminating on the said Marine-road at a point opposite the north-easterly corner or gable of East-view.

Tramway No. 3 will be a double line throughout, with a distance of 8 feet between centre and centre.

Tramway No. 4.—A Tramway 6 furlongs 5 chains or thereabouts in length, wholly situate within the district of the Morecambe Local Board, commencing on the Bare-road to Bare, at the point of termination of Tramway No. 3, passing thence in an easterly direction along the said Bare-road to its junction with the road leading from the shore to the Village of Bare, and terminating in the said Bare-road at a point 1 chain east of the north-easterly corner of White House Garden.

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

In the Bare-road, from its point of commencement or junction with Tramway No. 3 for a distance of 8 chains in an easterly direction.

In the Bare-road, from a point 12·80 chains east of the north-easterly corner of Thornton-street for a distance of 3 chains in an easterly direction.

In the Bare-road, from a point 14 chains east of the easterly end of the last-named double line for a distance of 3 chains in an easterly direction.

In the Bare-road from a point 5·70 chains or thereabouts, east of the westerly side of a proposed new street for a distance of 3 chains in an easterly direction.

In the Bare-road, from a point 1 chain west of the westerly gable of White House for a distance of 5 chains in an easterly direction.

Tramway No. 5.—A Tramway 1 furlong 8 chains or thereabouts in length, wholly situate within the district of the Morecambe Local Board, commencing in Marine-road, in line with the north-west corner of the New Market by a junction with Tramway No. 1 of the existing Tramways of the Promoters, passing from thence with a curve of not less radius than 30 feet into Regent-road, and thence in a southerly direction along the same road, and terminating in the said Regent-road at a point 1 chain north of the principal entrance of Regent’s Park and Pavilion.

Tramway No. 5 will be a double line throughout, having a distance of 8 feet from centre to centre.

Additions to existing tramways:—

Addition No. 1.—A Tramway 1 furlong 2·50 chains or thereabouts in length, constructed as an addition to Tramway No. 1 of the existing Tramways of the Promoters, situate wholly within the district of the Morecambe Local Board, commencing on Tramway No. 1 at that portion of the Marine-road known as The Crescent at a point 2·40 chains west of the easterly corner of West View-terrace, passing from thence along the Promenade in a westerly direction to a point 50 chains from the Midland Railway crossings, and there joining with the existing single line.

Addition No. 1 is a double line throughout, in place of the single line originally constructed.

Addition No. 2.—A tramway 2 furlongs 3 chains or thereabouts in length, constructed as an addition to Tramway No. 2 of the existing tramways of the Promoters, situate wholly within the district of the Morecambe Local Board,

commencing on Tramway No. 1 15 chains east of the north-west corner of Albert-road, at its junction with Marine-road, passing from thence in a westerly direction, and terminating at a point on the said Tramway No. 1 70 chains east of the south-east corner of the Battery Inn.

Addition No. 2 is a double line throughout in place of the single line, with two passing places originally constructed.

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 street hereinafter mentioned and the nearest rail of the tramways, that is to say:—

Tramway No. 3.—In Marine-road, on the northerly side, for a distance of 1 chain, in a south-westerly direction from a point 1 chain from the north-west corner of Calton-terrace.

Tramway No. 5.—In Regent-road, on both sides thereof, and throughout its whole length except at intersections of cross streets.

To enable the Promoters to employ animal power and also electrical power on the proposed tramways, and also to employ electrical power on the tramways of the Promoters authorised by the Morecambe Tramways Act, 1886.

To enable the Promoters, for the purposes of the proposed tramways and works, to purchase, take on lease, or acquire land by agreement, and to sell, let, or dispose of any such lands which may not be necessary for such purposes, and to erect suitable buildings on any such lands.

To authorise the Promoters to raise, for the purposes of the proposed tramways and the general purposes of their undertaking, additional capital by the issue of new shares and by borrowing, or by either of such methods, and to apply for the purposes aforesaid any capital, funds, or money now belonging to or authorised to be raised or borrowed by the Promoters.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the conveyance of passenger and other traffic upon the proposed tramways.

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 for providing access to any warehouses, stable, or carriage houses, sheds, or works of the Promoters.

To enable the Promoters, when by reason of the execution of any work affecting the surface and soil of any road along which any of the proposed tramways are laid, it is necessary or expedient temporarily to remove or discontinue the use of such tramway or any part thereof, to make in the same or any adjacent road, and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of the tramway so removed or discontinued.

To incorporate in the Order some of the provisions of the Lands Clauses Acts and of the Tramways Act, 1870, and of the Morecambe Tramways Act, 1886.

And the Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And Notice is hereby further given that on or before the 30th day of November instant, plans and sections of the proposed tramways and works will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster at his office at Preston, at the office of the Morecambe Local Board at Morecambe, at the

office of the Clerk of the Rural Sanitary Authority for the district of the Lancaster Union at Lancaster, and with the Parish Clerk of the parish of Lancaster, at his residence at Hubert-place, West-road, Lancaster; and on or before the same day a copy of the said plans and sections will be deposited at the office of the Board of Trade, Whitehall-gardens, London. Each such deposit will be accompanied by a copy of this Notice as published in the "London Gazette."

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited and 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 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 intended application for a Provisional Order may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next. Copies of their objections must at the same time be sent to the Promoters, and in forwarding to the Board of Trade such objections the Objectors, or their Agents, should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 12th day of November, 1891.

HOLDEN, WHELAN & WILSON, Lancaster,  
Solicitors for the Order.

F. MARSHALL, 3 and 4, Lincoln's Inn  
Fields, London, Parliamentary Agent.

In Parliament.—Session 1892.

London and North Western Railway  
(Additional Powers.)

Additional Powers to Company with reference to Widenings of Existing Railways, and other Works, Roads, Footpaths, and Lands in the Counties of Warwick, Stafford, Lancaster, Leicester, Chester, Glamorgan, Derby, Flint, Monmouth, and Brecon; Powers to Company and Lancashire and Yorkshire Railway Company as to Lands at Preston; Powers to Company and Great Western Railway Company as to Lands in County of Chester; Powers to Shropshire Union Railways and Canal Company as to Lands in County of Chester; Extension of Time for Sale of Superfluous Lands; Agreements with North Staffordshire Railway Company as to Station at Ashbourne; Vesting of Holywell Railway in Company; Additional Capital; Application of Funds by Company and Lancashire and Yorkshire Railway Company, Great Western Railway Company, Shropshire Union Railways and Canal Company, and North Staffordshire Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the following widenings of, including the alteration of and the laying down of additional rails upon portions of their existing railways, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):

The widenings of the following portions of the Company's Trent Valley Railway, namely:—

(1) The widening thereof in the parishes and townships of Grendon, Polesworth, Shuttington, Amington and Stonydelph, Bolehall and Glascote, and Tamworth, or some of them, all in the county of Warwick, between the road which crosses the said railway on the level at Atherstone Station and Tamworth Station:

It is proposed to take for the purposes of the said widening No. 1 a portion of certain lands known as Warwickshire Moor, in the township of Bolehall and Glascote, and parish of Tamworth, which are or are reputed to be common or commonable lands. The quantity of the said lands within the limits of deviation is estimated to be  $1\frac{1}{2}$  acres, and the quantity required is estimated to be  $\frac{3}{4}$  acre.

(2) The widening thereof in the parish of Colton, and in the township and parish of Colwich, in the county of Stafford, between Rugeley Station and Colwick Station.

(3) The widening thereof in the township of Baswich, Milford and Walton, in the parish of Baswich and the parish of Castle Church, all in the county of Stafford, between the road which crosses the said railway on the level at Milford and Brockton Station, and the junction of the said railway with the Company's Grand Junction Railway at Stafford.

The widening in the township and parish of Wigan and the township of Standish-with-Langtree, in the parish of Standish, in the county of Lancaster, of the Company's North Union Railway between Wigan Station and Standish Station.

The widening in the township of Standish-with-Langtree, in the parish of Standish, in the county of Lancaster, of the Company's Standish Loop for its entire length.

To empower the Company to execute the works and exercise the powers following (that is to say):

In the parish of Grandborough, in the county of Warwick.

In connection with the Company's authorised Daventry and Leamington Railway, to alter and divert so much of the public road leading from Lower Shackburgh to Stockton, via Calcutt Farm, as lies between points respectively 10 yards, or thereabouts, and 210 yards, or thereabouts, north-west of the junction therewith of the private occupation road leading to the said farm, and to stop up and discontinue so much of the existing road as is proposed to be diverted.

In the parish of St. Michael, Coventry, in the county of Warwick.

To make a new footpath, commencing by a junction with Grosvenor-road, Coventry, at or near the junction therewith of Grosvenor-street, and passing thence over the railway and property of the Company, by means of a footbridge, and terminating at the south end of the existing footbridge, carrying the Six Fields footpath over the Company's London and Birmingham Railway, and to stop up and discontinue the said existing footpath between the south end of Grosvenor-road, and the termination of the said new footpath.

In the township of Thringstone, in the parish of Whitwick, in the county of Leicester.

To stop up and discontinue so much of the footpath from Thringstone to Grace Dieu Farm, which crosses the Charnwood Forest

Railway, on the level as lies between the fences of the said railway, and so much of the footpath which crosses the said railway on the level, at a point 80 yards, or thereabouts, north of the first-mentioned level crossing, as extends westward for a distance of 140 yards, or thereabouts, from the east side of the said railway, and to make a new footpath, commencing by a junction with the last-mentioned footpath, at a point 120 yards, or thereabouts, west of the said railway, and terminating by a junction with the said footpath from Thringstone to Grace Dieu Farm, at or near the east side of the said railway, and a new footpath along the west side of the said railway, between the last-mentioned new footpath, and the said footpath from Thringstone to Grace Dieu Farm, and to carry the first-mentioned new footpath over the railway by means of a footbridge.

In the parish of Tipton, in the county of Stafford.

To stop up and discontinue all rights of footpath over the level crossing on the Company's Stour Valley Railway, at Tipton Station, and to carry the footpath over the railway by means of a footbridge.

In the township of Crewe, in the parish of Barthomley, in the county of Chester.

To make new or additional archways or openings under Nantwich-road, Crewe, on the west side of and adjoining the existing archways, by which the said road is carried over the Company's Grand Junction Railway at Crewe Station, and for that purpose to alter the levels of the said road.

In the township and parish of Warrington, in the county of Lancaster.

To make an occupation road along the north-western boundary of the Company's Grand Junction Railway, as now being deviated under the authority of the Manchester Ship Canal Act, 1885, commencing at or near the occupation bridge under that railway, 220 yards, or thereabouts, south of the Company's high level station at Warrington, and extending for a distance of 430 yards, or thereabouts, in a south-westerly direction.

In the township of Slyne-with-Hest, in the parish of Bolton-le-Sands, in the county of Lancaster.

To stop up and discontinue all rights of footpath over the level crossing on the Company's Lancaster and Carlisle Railway at Hest Bank Station, and to carry the footpath over the railway by means of a footbridge.

In the parish of Llandeilo Taly-bont, in the county of Glamorgan.

To stop up and discontinue all rights of footpath over the level crossing of the Company's Swansea lines at Gorseinon Station, and to carry the footpath over the railway by means of a footbridge.

In the parish of Laughor, in the county of Glamorgan.

To stop up and discontinue all rights of footpath over the level crossing on the Company's Penclawdd Branch Railway, near the Elba steel works, and 440 yards, or thereabouts, north-west of the junction of that railway with the Company's Swansea lines at Gowerton Station, and to carry the footpath over the railway by means of a footbridge.

To empower the Company to acquire by com-

pulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended widenings and other works, and for the purpose of extending their stations, sidings, warehouses, coal wharves, depôts, and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their undertaking, and also to acquire, by compulsion or agreement, and to hold for the purposes aforesaid, or any of them, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say) :—

In the county of Warwick.

Certain lands in the parish of Rugby, lying on the north side of and adjoining the Company's railway and works at Rugby, and between Brownsover Mill-road and the Company's Rugby and Stamford Railway.

In the county of Leicester.

Certain lands in the parish of Hinckley, lying on the north side of and adjoining the Company's South Leicestershire Railway, and between the Midland Railway Company's goods depôt at Hinckley and the public road which passes under the said railway 330 yards, or thereabouts, west of the Company's Hinckley Station.

In the county of Stafford.

Certain lands in the parish of West Bromwich, lying on both sides of and adjoining the Company's Grand Junction Railway at and near Bescot Junction Station.

Certain lands in the township and parish of Bushbury, lying on the east side of and adjoining the Company's Grand Junction Railway and works at Bushbury Junction Station, and on the north side of and adjoining Bushbury-lane.

Certain lands in the township of Bilston, in the parish of Wolverhampton, lying on the west side of and adjoining the Company's Stour Valley Railway, and north of and near to Ettingshall-road Station.

In the county of Chester.

Certain lands in the township of Blakenhall, in the parish of Wybunbury, lying on the north-east side of and adjoining the Company's Grand Junction Railway, and south of and near to Betley-road Station.

Certain lands in the townships of Shavington-cum-Gresty and Basford, in the parish of Wybunbury, and in the township of Crewe, in the parish of Barthomley, lying on both sides of and adjoining the Company's Grand Junction Railway, and extending from the junctions of the Company's Crewe and Shrewsbury Railway and of the North Staffordshire Railway respectively, with the said Grand Junction Railway to the bridge, carrying the public road over that railway at Basford Hall.

Certain lands in the township of Monks Coppenhall, in the parish of Coppenhall, lying between and adjoining the Company's Grand Junction and Crewe and Manchester Railways, at and near their junction at Crewe.

Certain other lands in the same township and parish, lying on the east side of the said Crewe and Manchester Railway, at and near the said junction.

Certain lands in the township of Willaston, in the parish of Wybunbury, lying on the north side of and adjoining the Com-

pany's Crewe and Shrewsbury Railway, and east of and near to Willaston Station.

Certain lands in the township of Handforth, in the parish of Cheadle, lying on the east side of and adjoining the Company's Crewe and Manchester Railway, and north of and near to Handforth Station.

In the county of Derby.

Certain lands in the township of Buxton, in the parish of Bakewell, lying on the west side of and adjoining the Company's Buxton and High Peak Junction Railway, now in course of construction, and between that railway and Darwin-street, and extending southwards to the bridge over the said railway, 420 yards, or thereabouts, north of the viaduct over the Duke's Drive.

Certain other lands in the same township and parish, lying on the east side of and adjoining the said railway, and 400 yards, or thereabouts, north of the said bridge.

Certain lands in the townships of Hartington Upper Quarter and Hartington Middle Quarter, in the parish of Hartington, lying on the north-east side of and adjoining the Company's Cromford and High Peak Railway, and between a point thereon, 70 yards, or thereabouts, south-east of the distance post on that railway, denoting 19 miles from Cromford and the level crossing at Hurdlow siding.

Certain lands in the townships of Hartington Middle Quarter, Hartington Town Quarter, and Hartington Nether Quarter, in the parish of Hartington, the township and parish of Parwich, and the townships of Ballidon and Brassington, in the parish of Bradbourne, lying on both sides of and adjoining the Company's Cromford and High Peak Railway, between a point 400 yards, or thereabouts, south-east of the bridge, carrying the public road from Buxton to Ashbourne over the said railway near Newhaven Lodge and Longcliff Station.

In the county of Lancaster.

Certain lands in the township of Newton-in-Makerfield, in the parish of Winwick, being the premises known as the Griffin Inn, and the houses numbered 77, 79, 81, 131, 133, 135, 137, and 139, in Earle-street, Earlestown.

Certain lands in the township of Eccleston, in the parish of Prescott, lying on the north side of and adjoining the Company's Huyton and St. Helen's Railway at Eccleston Park Station.

Certain other lands in the same township and parish lying on the south side of and adjoining the said railway, and west of and adjoining the said station.

In the county of Flint.

Certain lands in the township of Greenfield, in the parish of Holywell, lying on the south-west side of and adjoining the Company's Chester and Holyhead Railway, and on the north-west side of and adjoining the Holywell Railway.

In the county of Monmouth.

Certain lands in the parish of Bedwelty, lying on the north side of, and adjoining the Company's Sirhowy Railway, and south of and adjoining the public road from Merthyr Tydfil to Tredegar, at or near the crossing of that road by the said railway 200 yards, or thereabouts, south of Nant-y-bwch Station.

Certain other lands in the same parish, lying on both sides of and adjoining the said railway, and north-west of and adjoining the road passing under the said railway at the north end of the Sirhowy Station, with power to extend for a distance of 10 yards, or thereabouts, in a south-westerly direction the bridge which carries the said railway over the said road.

Certain other lands in the same parish, lying on the east side of and adjoining the said railway between Sirhowy Station and the south end of Tredegar Station.

Certain other lands in the same parish, lying on the west side of and adjoining the said railway, 300 yards, or thereabouts, south of Bedwellty Pits Station and north-west of and near to Lower Farm, together with the occupation road along the west side of the said railway between the said station and the said land.

Certain lands in the parish of Mynyddislwyn, lying on both sides of and adjoining the road leading from Dyffryn Farm over the ford to Nine Mile Point Station on the said railway, and east of and near to the said farm.

In the county of Brecon.

Certain lands in the parish of Llangynidr, lying on both sides of and adjoining the Company's Merthyr, Tredegar, and Abergavenny Railway, and the railway belonging jointly to the Company and the Rhymney Railway Company west of and near to Nant-y-bwch Station.

In the county of Glamorgan.

Certain lands in the parish of Llandeilo Taly-bont, lying on the east side of and adjoining the Company's Swansea lines at and near the junction therewith of the sidings to the Cambrian Tin Plate Company's works near Pontardulais.

Certain other lands in the same parish, lying on the east side of and adjoining the said railway south of and near to the junction therewith of the sidings to the Birch Rock Colliery.

Certain other lands in the same parish, lying on the west side of and adjoining the said railway, and north of and adjoining the road which crosses the said railway on the level on Mynydd Lliw at or near Bryn Lliw, which lands contain 10 perches, or thereabouts, and form part of the common or commonable lands known as Mynydd Lliw.

Certain lands in the parishes of Loughor and Swansea, lying on both sides of and adjoining the Company's Swansea lines, and extending for a distance of 880 yards, or thereabouts, northward from the junction with the said railway of the Company's Penclawdd branch at Gowerton Station, with power to extend for a distance of 10 yards, or thereabouts, on each side the bridge which carries the said Swansea lines over the Great Western Railway near the said junction.

To empower the Company and the Lancashire and Yorkshire Railway Company, or either of them with the consent of the other, to acquire by compulsion or agreement, and to hold

Certain lands, houses, and buildings in the township and parish of Preston, in the county of Lancaster, lying on both sides of and adjoining the Company's Lancaster and Carlisle Railway, being the premises known as the Canal Foundry, Preston.

To authorise agreements between the said two Companies with respect to the purchase, holding, and user of the said lands, or any part thereof, and to confirm and give effect to any such agreement which may have been, or may be, entered into prior to the passing of the intended Act.

To empower the Company and the Great Western Railway Company, or either of them with the consent of the other, to acquire by compulsion or agreement, and to hold,

In the county of Chester

Certain lands in the township of Sutton, in the parish of Runcorn, lying on the south-east side of and adjoining the Birkenhead Railway, and near to and south-west of Halton Station.

Certain lands in the township and parish of Frodsham, lying on the north-west side of and adjoining the Birkenhead Railway at Frodsham Station.

To authorise agreements between the said two Companies with respect to the purchase, holding, and user of the said lands, or any part thereof, and to confirm and give effect to any such agreement which may have been or which may be entered into prior to the passing of the intended Act.

To empower the Shropshire Union Railways and Canal Company (hereinafter called "the Shropshire Union Company") to acquire by compulsion or agreement, and to hold

Certain lands in the townships of Netherpool and Whitby, in the parish of Eastham, in the county of Chester, lying on the south-west side of and adjoining the Manchester Ship Canal, 1,200 yards, or thereabouts, west of the entrance from the said canal to the Ellesmere Port Dock, and being the properties numbered on the Ordnance Map (scale  $\frac{1}{25000}$ ) 28, 56, 57, 58, 59, 60, 61, 62, 63, 65, 67, 69, 71, 72, 73, 112, 113, and 114 in the said parish.

To authorise the purchase and acquisition of part only of any property which may be required to be taken for the purposes, or in exercise of the powers of the intended Act, without the Company or Companies purchasing the same becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish or provide for the extinguishment of all rights of way over the public, carriage, and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, in the Company or Companies upon whom the powers to stop up the same are conferred.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public, carriage, and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the beforementioned parishes, townships, and other places which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To authorise deviations, laterally and vertically, from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned, and whether

within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To make provision for the repair of all, or any, of the new or altered roads, streets, footpaths, or highways, to be constructed or altered under the authority of the intended Act, by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the new or altered roads, streets, footpaths, or highways respectively will be situate, are, for the time being, legally repairable, or in such other manner as may be prescribed by the intended Act, and to provide that the Company shall not be liable, under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended widenings by a bridge or bridges, or the immediate approaches thereto, in all cases where the levels of such road or approaches shall not be permanently raised.

To empower the Company to demand and recover tolls, rates, and other charges for, or in respect of, the use of the widenings, and for or in respect of the other works to be authorised by the intended Act, and to alter, or vary, all or some of the existing tolls, rates, and charges, which the Company are now authorised to demand or take, and to levy new tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale of all, or any, of the superfluous lands belonging to the Company in connection with their undertaking, and to confer upon the Company further powers with reference to the retention, sale, or disposition of such lands, and to alter, amend, and extend, with reference thereto, the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company, and the North Staffordshire Railway Company, to enter into and carry into effect agreements with respect to the alteration, reconstruction, use, management, and maintenance of the existing station of the last-mentioned Company at Ashbourne, and the platforms, sidings, signals, works, and conveniences connected therewith, and with respect to the construction, use, management and maintenance of a new station or new stations, platforms, sidings, signals, works, and conveniences at Ashbourne, upon or in connection with the Company's authorised Ashbourne and Buxton Railway, and with respect to the joint or separate ownership, use, and occupation of the said stations, or any of them, or any part or parts thereof, and to confirm and give effect to any such agreement which may have been made, or may be made, prior to the passing of the intended Act.

To authorise and make provision for the purchase by the Company, and for the transfer to and vesting in the Company upon, and subject to such terms and conditions as may have been or may be agreed upon, or may be prescribed or provided for by the intended Act of the undertaking of the Holywell Railway Company, and of all the rights, powers, and privileges now vested in that Company, and all lands and other property, real or personal, belonging to that Company, and the benefit of all contracts entered into by or with them, or on their behalf, and also all the obligations, debts, and liabilities of that Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Holywell Railway Company, and the levying, demanding, and recovering of tolls, rates, and charges, in respect of the said undertaking, as

fully and effectually to all intents and purposes, as if the powers with reference thereto contained in any Act or Acts relating to the Holywell Railway Company had been originally conferred upon the Company, and to vary or extinguish the rights and interests of the shareholders of the Holywell Railway Company, or some of them, and if thought fit, to dissolve the said Company, and to authorise agreements between the Company and the Holywell Railway Company, with respect to all or any of the matters aforesaid, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To empower the Company to increase their capital for all or any of the purposes of the intended Act, and of any other Act or Acts of the same session, and for purposes connected with any other undertaking in which they are jointly interested, and for the general purposes of the Company, and to raise further sums of money by the creation and issue of new shares or stock with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Lancashire and Yorkshire Railway Company, the Great Western Railway Company, the Shropshire Union Company, and the North Staffordshire Railway Company respectively, to apply to any of the purposes of the intended Act in which they are interested any capital or funds belonging to them.

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

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

The Act 9 and 10 Vic., cap. 204, and all other Acts relating to the Company.

The Act 22 and 23 Vic., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company.

The Act 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company.

The Act 9 and 10 Vic., cap. 322, and all other Acts relating to the Shropshire Union Company.

The Act 10 and 11 Vic., cap. 108, and all other Acts relating to the North Staffordshire Railway Company.

The Act 27 and 28 Vic., cap. 328, and all other Acts relating to the Holywell Railway Company.

And notice is also hereby 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 as follows (that is to say): As relates to the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington; as relates to the works and lands in the county of Stafford, with the Clerk of the Peace for that county at his office at Stafford; as relates to the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at

his office at Preston; as relates to the works and lands in the county of Leicester, with the Clerk of the Peace for that county, at his office at Leicester; as relates to the works and lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester; as relates to the works and lands in the county of Glamorgan, with the Clerk of the Peace for that county, at his office at Cardiff; as relates to the lands in the county of Derby, with the Clerk of the Peace for that county, at his office at Derby; as relates to the lands in the county of Flint, with the Clerk of the Peace for that county, at his office at Mold; as relates to the works and lands in the county of Monmouth, with the Clerk of the Peace for that county, at his office at Usk; and as relates to the lands in the county of Brecon, with the Clerk of the Peace for that county, at his office at Brecon.

And that copies of so much of the said plans, sections and books of reference, as relates to the several parishes in or through which the intended works are proposed to be made, or lands are situate, together with a copy of this notice, as published in the London Gazette, will on or before the said 30th day of November be deposited with the parish clerk of each such parish at his residence, and as relates to any extra-parochial place with the clerk of some adjoining parish at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1891.

C. H. MASON, Euston Station, and 35, Parliament-street, Westminster, Solicitor;

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

In Parliament.—Session 1892.

London and North-Western Railway.

(New Railways).

(New Railways and Widening in the Counties of Warwick, Lancaster, and York (West Riding); Provisions affecting Midland Railway Company as to Works at Birmingham, and Agreements with Reference thereto; Additional Capital and Application of Funds by Company, and Midland Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1892, by the London and North-Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes or some of them (that is to say):—

To empower the Company to make and maintain the railways and deviation and widenings of, including the alteration of, and the laying down of additional rails upon the portions of their existing railways, hereinafter respectively described with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

A railway (to be called the Griff Branch Extension) to be wholly situate in the parish of Nuneaton, in the county of Warwick, commencing by a junction with the Company's Griff Branch Railway, at a point 115 yards, or thereabouts, north-west of the bridge, carrying Arbury-road over that branch, and terminating by a junction with the Midland

Railway, at a point 450 yards, or thereabouts, east of the bridge over that railway at Stockingford Station.

The following widenings and deviation of the Company's London and Birmingham Railway, in the parishes of Birmingham and Aston-juxta-Birmingham, in the county of Warwick:—

- (1) The widening thereof on the south side between New-street Station and Bartholomew-street.
- (2) The widening thereof on the north side between Park-street and the east side of Banbury-street.
- (3) The deviation thereof between Banbury-street and a point 35 yards, or thereabouts, east of Midland-street.

Three railways at Birmingham, in the parishes of Birmingham and Aston-juxta-Birmingham, in the county of Warwick.

- (1) Railway No. 1, commencing by a junction with the Company's London and Birmingham Railway at the east side of Banbury-street, and terminating by a junction with the same railway at the east side of Lawley-street.
- (2) Railway No. 2, commencing by a junction with the Company's London and Birmingham Railway at the termination of Railway No. 1, and terminating by a junction with the Midland Railway from Birmingham to Derby, at a point 580 yards, or thereabouts, south-west of Saltley Junction.
- (3) Railway No. 3, commencing by a junction with the Company's London and Birmingham Railway at the termination of Railway No. 1, and terminating by a junction with the Midland Railway from Birmingham to Gloucester at a point 150 yards, or thereabouts, south-east of Gloucester Junction.

And to empower the Company and the Midland Railway Company to abandon and discontinue the maintenance, for purposes of public traffic, of so much of the London and Birmingham Railway and the Midland Railway, respectively, as may be rendered unnecessary by the construction of the last-mentioned widenings, deviation, and railways, and to retain and use for sidings, or other purposes of their respective undertakings, or otherwise to deal with or dispose of the site and soil of the said portions of railway, in such manner, and on and subject to such terms and conditions as may be prescribed or authorised by the intended Act.

Two railways at Weaste to be wholly situate in the townships of Barton-upon-Irwell and Pendleton, in the parish of Eccles, in the county of Lancaster.

- (1) Railway No. 1, commencing by a junction with the Company's Liverpool and Manchester Railway at a point 130 yards, or thereabouts, east of the Eccles Station, and terminating at a point 145 yards, or thereabouts, west of the south-west corner of the Salford Sewerage Works, and 220 yards, or thereabouts, south-east of Bolton Lodge Farm.
- (2) Railway No. 2, commencing by a junction with Railway No. 1 at a point 20 yards, or thereabouts, north of the north side of the said Liverpool and Manchester Railway, and 180 yards, or thereabouts, east of Stott-lane, and terminating by a junction with that railway at, or near, the west end of Weaste Station.

Two railways (to be called the Heaton Lodge and Wortley Railways) to be wholly situate in the West Riding of the county of York.

- (1) Railway No. 1, commencing in the town-

ship and parish of Kirkheaton by a junction with the Company's Huddersfield and Manchester Railway at, or near, the east end of the viaduct carrying that railway over the river Colne, and terminating in the township of Wortley, in the parish of Leeds, by a junction with the Company's Leeds and Dewsbury Railway at a point 330 yards, or thereabouts, south-west of the Wortley Station.

(2) Railway No. 2, commencing in the township of Beeston, in the parish of Leeds, by a junction with Railway No. 1 at a point 700 yards, or thereabouts, south-west of the bridge carrying Gelderd-road over the said Leeds and Dewsbury Railway, and 380 yards, or thereabouts, east of the Jews' cemetery, and terminating in the township of Wortley, in the parish of Leeds, by a junction with the said Leeds and Dewsbury Railway at a point 460 yards, or thereabouts, south-west of the Wortley Station, which said intended railways will be made or pass from, in, through, or into the parishes, townships, and other places following, or some of them, that is to say, Kirkheaton, Mirfield, Liversedge, Heckmondwike, Gomersall, Birstal, Gildersome, Morley, Churwell, Batley, Farnley, Beeston, Wortley, and Leeds, all in the West Riding of the county of York.

A railway at Sheffield to be wholly situate in the townships of Attercliffe-cum-Darvall and Sheffield, in the parish of Sheffield, in the West Riding of the county of York, commencing by a junction with the Manchester, Sheffield, and Lincolnshire Railway at a point 180 yards, or thereabouts, east of Woodbourn Junction, and terminating on the east side of Wharf-street, at or near its junction with Exchange-street, Sheffield.

To empower the Company to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes, townships, and places hereinbefore mentioned for the purposes of the said intended new railways, deviation, widenings, and other works.

To authorise the purchase and acquisition of part only of any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act without the Company becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic, telephonic, and electric lighting wires, and apparatus within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act and the extinguishment of all rights of way over the public, carriage, and other roads, highways, courts, alleys, and passages, or portions thereof, which are stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, highways, courts, alleys, and passages, or portions thereof, in the Company, and to provide that the Company shall not be liable, under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which

shall be carried over any of the intended railways, deviation, or widenings by a bridge or bridges, or the immediate approaches thereto, in all cases where the levels of such road or approaches shall not be permanently raised.

To provide for the construction and maintenance of the before-mentioned widenings, deviation, and new railways at Birmingham, or such part or parts thereof as may be prescribed by the intended Act, at the cost of the Company and the Midland Railway Company (hereinafter called "the Midland Company"), in such proportions as may be agreed upon, or as may be prescribed or provided for by the intended Act.

To provide for the vesting of a portion or portions of the last-mentioned works in the Midland Company solely, or in the Company and the Midland Company jointly, on such terms as may have been or may be agreed between the said Companies, or prescribed or provided for by the intended Act.

To provide for the payment by the Midland Company of such proportion of the cost of constructing the said widenings, deviation, and new railways as may be agreed or prescribed, or provided for by the intended Act, and for the recovery thereof by the Company from the Midland Company.

To empower the Company and the Midland Company to enter into and carry into effect agreements with respect to all or any of the matters aforesaid, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and generally to make all such provision and to confer upon the said Companies all such powers as may be deemed necessary or expedient for giving effect to the foregoing objects.

To empower the Company and the Midland Company to demand and recover tolls, rates, and other charges for or in respect of the new railways, widenings and deviation, and other works authorised by the intended Act, and to alter or vary some or all of the existing tolls, rates, and charges which the said Companies are now authorised to demand or take, and to levy new tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital for all or any of the purposes of the intended Act, and of any other Act or Acts of the same session, and for purposes connected with any other undertaking in which they are jointly interested, and for the general purposes of the Company, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Midland Company to raise further capital for all or any of the purposes of the intended Act in which they are interested 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 borrowing, and by the creation of debenture stock, or by any of such means, and also to apply to any such purposes any capital or funds belonging to the Midland Company.

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

For the purposes aforesaid it is intended, if



need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the Company.

The Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Company.

And notice is also hereby 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 the notice of the intended application to Parliament, as published in the London Gazette, will be deposited as follows (that is to say): As relates to the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington; as relates to the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; as relates to the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Wakefield.

And that copies of so much of the said plans, sections, and book of reference as relates to the several parishes, in or through which the intended works are proposed to be made, or lands are situate, together with a copy of the said notice, will on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence, and as relates to any extra-parochial place with the clerk of some adjoining parish at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1891.

C. H. MASON, Euston Station, and 35, Parliament-street, Westminster, Solicitor;

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

In Parliament.—Session 1892.

Liverpool United Gaslight Company.

(Erection and Extension of Works for Storage of Gas; Purchase, Sale, and Letting or Hiring of Meters, Fittings, Appliances, and Machinery; 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 purposes or some of the purposes following (that is to say):

To empower the Liverpool United Gaslight Company (hereinafter called "the Company") to erect works and buildings for the storage of gas, and to store gas upon the land hereinafter described, or some part or parts thereof (that is to say)—

A piece of land, containing 1,500 square yards or thereabouts, now belonging to and in the occupation of the Company, situate in the city and parish of Liverpool, bounded on the north in part by Athol-street and in other part by land and premises, now or formerly belonging to Henry Joplin, on the east and south by other lands and premises of the Company, and on the west in part by Hedley-street, and in other part by the said land and premises now or formerly belonging to the said Henry Joplin.

To enable the Company to purchase, acquire, sell, and let on hire gas meters, fittings, machinery,

No. 26226.

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apparatus, and appliances for or incident to the use of gas.

To amend, vary, or repeal all or some of the provisions of the Liverpool United Gaslight Company's Acts, 1848, 1865, 1880, 1882, and 1886, and any other Act or Acts relating to the Company, and to confer upon the Company all other powers, rights, and privileges necessary for carrying into effect the objects of the Bill, and to vary and extinguish all rights and privileges which would interfere with its objects.

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, 1891.

GARNETT, TARBET and Co., Liverpool, Solicitors.

REES and FRERE, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1892.

Lambeth Electric Lighting.

(Order authorising the Vestry of the Parish of Lambeth to supply Electricity within the said Parish; Fix Compulsory Area; Acquire or Appropriate Lands, and Maintain Works; Break up Streets; Purchase, Sell, and Let Lamps and Machinery; Recover Rates and Charges; Revocation of Order; Exemption of Part of Area; Break up and Cross Tramways and Private Streets; Inspection and Testing of Works; Enter Property where Electricity Supplied; Enter into Contracts for Execution of Works and Supply of Electricity; Transfer of Powers under Order; Borrow Money, and other Purposes.)

NOTICE is hereby given, that the Vestry of the Parish of Lambeth, in the Administrative County of London (hereinafter called "The Vestry"), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order, under "The Electric Lighting Acts, 1882 and 1888," to authorise the Vestry to do all or some of the following things, and to give the Vestry the following or some of the following powers and purposes (that is to say):—

1. To supply, sell, and distribute electricity for all or any purposes, including public and private purposes, as defined by the Electric Lighting Acts, 1882 and 1888, and on such terms and conditions as are specified in the Order within the parish of Lambeth, except in so much of the parish as lies to the north of Westminster Bridge-road, and is included in the Order granted by the Board of Trade, in 1889, to the London Electric Supply Corporation (Limited), and except in the portion of the parish at Gipsy Hill, included in the Order granted by the Board of Trade, in 1890, to the Electric Installation and Maintenance Company (Limited).

2. To lay distributing mains, within a period of two years after the commencement of the Order in so much of the following streets, or parts of streets, as lies within the area of supply:—

Lambeth-road,	Effra-road,
Kennington-road,	Tulse Hill,
Kennington Park-road,	Denmark Hill,
Harleyford-road,	Herne Hill,
Harleyford-street,	Norwood-road,
South Lambeth-road,	Knight's Hill-road
Stockwell-road,	Gresham-road,
Clapham-road,	Kennington Oval,
Camberwell New-road.	Lower Kennington-lane,
Brixton-road,	Upper Kennington-lane,
Brixton Hill,	Albert Embankment.
Coldharbour-lane (Brixton-road to Gresham-road),	

3. To enable the Vestry to acquire, take on

lease, and hold lands, or interests, or easements in or over lands, or to appropriate for the purposes of the Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, and appliances for generating, producing, storing, supplying, measuring, regulating, and distributing electricity, or for other the purposes of the undertaking.

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

5. To authorise the Vestry to manufacture, purchase, hire, sell and let all necessary lamps, accumulators, meters, fittings, plant, engines, dynamos, machinery, and other matters or things required for the purposes of the Order, and to acquire, work, and use patent rights for the producing, storing, controlling, distributing, and measuring, or otherwise relating to the supply of electricity.

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

7. For the revocation of the Order by the Board of Trade on failure to supply as specified in the Order.

8. To exempt the Vestry from the obligation to supply electricity within such part or parts of the area of supply or under such circumstances as shall be specified in the Order.

9. To authorize the Vestry to break up, pass, or cross over or under the tramways of the London Tramways Company (Limited), the London Southern Tramways Company, and the South London Tramways Company, so far as such tramways lie within the parish of St. Mary, Lambeth, and to empower the Vestry (after obtaining the previous written consent of the Board of Trade in that behalf) to break up any street, or part of a street, within the area of supply which is private or is not repairable by the local authority.

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

11. To authorise the Vestry to enter upon any houses, buildings or lands, supplied or proposed to be supplied with electricity, for any purpose relating to such supply.

12. To authorise the Vestry to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Vestry from the consequences of any acts or defaults of any such contractors, and to empower the Vestry to sell or transfer to companies or persons all or some of the rights, powers, privileges, and obligations intended to be conferred or imposed by the Order.

13. To supply energy on such system and

subject to such regulations and conditions for securing the safety of the public, and for ensuring a proper and sufficient supply of energy as the Board of Trade may from time to time approve and impose.

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

15. To empower the Vestry to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed, and interest, upon the lighting rate of the said parish, and to empower the Vestry to apply any of their funds to any of the purposes of the Order and to provide for the disposal or application of the revenue arising from the undertaking.

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December, 1891, and printed copies of the draft Order, when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the undermentioned office of the Vestry.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed to erect or lay down electric lines within two years, and a copy of this advertisement, as published in the London Gazette, will be deposited, on or before the 30th November, 1891, for public inspection, at the office of the Clerk of the Peace for the county of London, at his office at the Sessions House, Newington, in the same county, and at the office of the Vestry, situate at the Lambeth Vestry Hall, Kennington-green.

And notice is hereby further given, that every local or other public authority, company, 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 Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before 15th January, 1892.

Dated this 20th day of November, 1891.

HENRY J. SMITH, Clerk to the Vestry of Lambeth.

In Parliament.—Session 1892.

East Indian Railway Company.

(Establishment of Sinking Funds for Benefit of Deferred Annuity Holders and Annuitants of Class "A"; Provision for Registration of Annuity Holders and Annuitants in Class "A"; Power to Company to Invest Sinking Funds in Purchase of Annuities of Class "A"; Similar Power of Investment to Trustees Amendment of Acts, &c.)

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

To authorise the East Indian Railway Company (hereinafter called "the Company") to establish and maintain sinking funds for the benefit of the deferred annuity holders, and of the annuitants of Class A respectively, as defined by the East Indian Railway Company Purchase Act, 1879 (hereinafter called "The Act of 1879.")

To provide for the opening of new registers, and the inscription therein respectively, of the deferred annuity holders and of the annuitants of Class A, availing themselves of the provisions of

the intended Act, with reference to such sinking funds, and of the amount of annuity to which they are respectively entitled.

To authorise the Company to invest the sums representing such sinking funds in the purchase of deferred annuities, and annuities of Class A, comprised in the said new register respectively.

To provide for the eventual division of such sinking funds amongst the persons entitled thereto.

To authorise trustees to invest in the purchase of deferred annuities and of annuities of Class A comprised in such new registers.

To alter, amend, vary, or repeal all or any of the provisions of the Act of 1879, or of the East India Unclaimed Stock Act, 1885.

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 19th day of November, 1891.

FRESHFIELDS and WILLIAMS, 5, Bank-buildings, E.C., Solicitors;  
SHERWOOD and Co., 7, Great George street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Buxton Local Board.

(Powers to the Local Board of Buxton to accept as a gift from the Duke of Devonshire a new Pump Room, and to hold, maintain, fit up, furnish, and use the same; Provisions for the supply of Mineral Water thereto and to the Public Pump at Buxton; Powers to the Board to make charges for use of Pump Room and supply of Mineral Water; Extinguishment of rights in and over existing Pump Room and Saint Ann's Well at Buxton; Agreements between the Board and the Duke; Powers to the Board to let Town Hall; Licence persons following certain callings; Advertise Pump Room and district; Powers as to Street Musicians; Bye Laws; Penalties; Applying and raising Moneys; 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 Local Board for the district of Buxton, in the county of Derby (hereinafter called the Board), for leave to bring in a Bill for all or some of the following, among other, purposes, that is to say:

1. To authorize the board to accept, as trustees for and on behalf, of the inhabitants of the district, as a gift from the Most Noble William, Duke of Devonshire, K.G. (hereinafter called the Duke), a new pump-room, on and subject to such terms, conditions, and restrictions as may be agreed on between the Board and the Duke, or as may be prescribed or authorised by the Bill, and to hold, maintain, fit up, and furnish the same, and to use it for the purpose of supplying to the said inhabitants and to the public mineral waters for drinking purposes.

2. To provide for a supply by the Duke to the new pump-room and to the existing public pump at Buxton of mineral water from the well (called or known as St. Anne's Well), or other Mineral Springs at Buxton, from which the existing pump-room and the said existing public pump at Buxton are now supplied.

3. To empower the Board to make, receive, and recover such reasonable charges as they think fit for the use of the new pump-room, and for the supply of mineral water therein for drinking purposes, and to appoint, pay, remun-

rate, remove, and discharge such clerks, collectors, officers, servants, and attendants, as they may think necessary for the proper conduct and management of the pump-room, and to provide for the application by the Board of the revenue derived therefrom.

4. To authorise the Board to make and enforce by-laws for the regulation, control, and management of the pump-room, and respecting the conduct of persons therein; and to impose penalties for the breach, contravention, non-observance or non-performance of any such by-laws.

5. On the completion of the new pump-room, and on the conveyance and transfer to and vesting of the same in the Board, and subject to the provisions of the Bill for securing a first and sufficient supply of mineral water to the new pump-room, and to the existing public pump from which mineral water is now supplied, or to any public pump substituted therefor, to extinguish or to provide for the extinguishment and cesser of all right, title, interest, claim, or demand of the Board, and of the public, and of all bodies and persons other than the Duke and his successors, in, over, or with respect to the existing pump-room; and the said well and mineral springs, and to provide that the same shall, for all purposes whatsoever, be and remain the property of the Duke and his successors absolutely, freed and discharged from all rights, claims, and demands of what nature or kind soever.

6. To empower the Board and the Duke to enter into and carry into effect contracts, agreements, and arrangements for or with respect to all or any of the matters aforesaid, or other the objects and purposes of the Bill and all matters incidental thereto, and to sanction and confirm any such contract, agreement, or arrangement made, or which may be made prior to the passing of the Bill.

7. To empower the Board to let or to grant the use of any rooms in the Town Hall at Buxton for such purposes and for such considerations pecuniary and otherwise, and on such terms and conditions as they from time to time shall think fit.

8. To authorise the Board to regulate, control, and licence porters, messengers, and commissionaires, and to charge a fee for and to suspend or revoke any such licence.

9. To confer further powers on the Board for the regulation of street musicians, and to make provision for compelling street musicians or singers to depart from the neighbourhood of houses on being required so to do.

10. To empower the Board to pay or to contribute towards the cost of maintaining at railway stations and other public places in the United Kingdom and elsewhere, advertisements relating to the new pump-room and the mineral waters supplied therein, and of the attractions, amusements, and otherwise of the district.

11. To enable the Board 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 Board, and to authorise them to raise additional moneys for all or any of the purposes of the Bill, or other purposes of the Board, by borrowing on mortgage or bond or debenture stock, or by way of annuity or otherwise.

12. To incorporate with the Bill or to re-enact 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 Public Health Act, 1875, and all Acts amending that Act, and the Local Loans Act, 1875, and the Local Loans Sinking Funds Act, 1885.

13. To alter, extend, amend, or repeal, so far as may be necessary or expedient for the purposes of the Bill, the Buxton Gas Act, 1870, the Buxton Local Board Act, 1873, and the several Provisional Orders relating to the Board and the district, and the Acts confirming the same, an Act made and passed in the twelfth year of the reign of his late Majesty King George the Third, intituled an Act for dividing and enclosing the several commons and waste grounds within the liberty of Buxton, in the parish of Bakewell and county of Derby, and all other Acts which may relate to or be in any way affected by any of the objects and purposes of the Bill.

14. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes thereof, will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to any of its objects.

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 the 16th day of November, 1891.

BENNETT, BOYCOTT, and ORME, Buxton, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1892.

Southport and Cheshire Lines  
Extension Railway.

(Further Powers to Company as to Roads, Bridges, and Lands, and to Authorise Agreements with the Southport District Highway Board with reference thereto, and Repeal of Existing Obligations; Further Powers as to Birkdale Recreation Ground, and Transfer of Powers and Liabilities in respect thereof to Birkdale Local Board, and Agreements with reference thereto; Confirmation of Agreement with Corporation of Southport, and other Provisions as to Sea-wall and Fence; Extension of Time for Sale of Superfluous Lands; Investment of Trust Funds in Company's Stock; Provisions as to Capital; Application of Funds; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the next Session by the Southport and Cheshire Lines Extension Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To authorise the Company to make and maintain in the township and parish of Altcar and the township of Formby, in the parish of Walton-on-the-Hill, both in the county of Lancaster, a new road with all necessary culverts, watercourses, approaches, works and conveniences, commencing by a junction with the Liverpool and Southport-road at Formby, at a point 8 chains or thereabouts east of the cross at or near the junctions of Duke-street and Philips-lane with the said Liverpool and Southport-road, and terminating by a junction with

the new causeway at a point 22 chains or thereabouts west of Saint Michael's Church, Great Altcar, and to use, for the purposes of such new road, the bridge constructed by the Company over Downholland-brook, south of and near to the site of the bridge known as Rail Bridge.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, tenements, and hereditaments and easements therein for the purposes of the said intended road, and to vary and extinguish all existing rights and privileges connected with such lands, houses and buildings.

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 the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of any roads, highways, footpaths, sewers, drains, ditches, watercourses, bridges, streams or rivers, which it may be necessary to cross, stop up, alter or divert in executing the purposes of the intended Act.

To make provision for the repair and maintenance of the intended new road, and the said bridge and its approaches, constructed by the Company near the side of Rail Bridge, and any footpaths, culverts and watercourses constructed under the intended Act by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the township and parish in which such road, bridge, approaches, culverts and watercourses may be or are respectively situate, or by and at the expense of such other parties as may be prescribed by the intended Act.

To relieve the Company from all liability under sub-sections 3 and 5 of section 25 of the Southport and Cheshire Lines Extension Railway Act, 1882, to construct or maintain the foot-bridge near Thomas Formby's farm, and the foot-bridge called Rail Bridge mentioned in sub-section 3, or to reconstruct the said footbridges, or to reconstruct or maintain the road or the bridge called Fleam Bridge and approach respectively referred to in sub-section 5 of the said section, and to set aside or annul any order or mandamus of the High Court of Justice for enforcing any such liability.

To authorise as a public road or highway the bridge and its approaches constructed by the Company over Downholland Brook, south of and near to the site of the bridge known as Rail Bridge, in substitution for the said Rail Bridge, and for such purpose to alter, divert, or extend any roads or footpaths leading to the said Rail Bridge.

To authorise and provide for the stopping up and discontinuance of all rights of way over the several roads and footpaths, or some of them, leading from Formby, Great Altcar, Downholland, Moss-lane, Altcar-lane, New-causeway or Longhead-land, to any of the said bridges referred to in sub-sections 3 and 5 of section 25 of the Southport and Cheshire Lines Extension Railway Act, 1882.

To make provision as to the cost of the construction, alteration, maintenance and repair of the road, approaches, culverts, watercourses and other works proposed to be authorised by the intended Act, or some part or parts thereof, and if thought fit, to empower the Southport District Highway Board, or any other board or local authority in the district within which such

works will be situate, either to execute all or some of the said works, and exercise all or some of the powers hereinbefore referred to, or to defray or contribute towards the cost thereof, and in the event of such works and powers being executed and exercised by the said Highway Board or other board or authority, to empower the Company to contribute towards such cost, and to empower the Company and such Highway Board or other board or authority to enter into and carry into effect agreements with respect to the matters aforesaid, or any of them, or incident thereto, and to confirm any such agreement which may have been or may be made before the passing of the intended Act, and to delegate to such Local or Highway Board the powers aforesaid, and to empower them to apply their rates or funds to any of the purposes aforesaid, and to borrow moneys on the security of such rates.

To authorise the letting of the ornamental or recreation grounds in the township of Birkdale referred to in section 23 of the Southport and Cheshire Lines Extension Railway Act, 1882, for grazing sheep and cattle, and other purposes, and the appropriation and use of part or parts thereof for tennis, cricket and other games or sports, and for other purposes, upon such terms and conditions, subject to such restrictions, and for such periods as may be prescribed or provided for by the intended Act, and to empower the Company to make and recover rents and charges in respect of all or any of such objects, and to authorise the erection and maintenance on the said grounds of refreshment rooms, stands, shelters and other buildings and conveniences, and the execution of other works for the improvement and ornamentation thereof.

To confer upon the Company in respect of the said recreation grounds, some or all of the powers conferred upon urban authorities by sections 44 and 45 of the Public Health Acts Amendment Act, 1890, with such extensions or modifications as may be authorised by the intended Act, and to enable the Company to make and enforce bye-laws or regulations as to the use of the said grounds or any part thereof or otherwise with reference thereto.

To alter, amend, or repeal some or all of the provisions of section 23 of the Southport and Cheshire Lines Extension Railway Act, 1882, and to relieve the Company from all liability under the said section with respect to the laying out and maintenance of or otherwise in relation to the said grounds, and to transfer to the Birkdale Local Board all rights, powers, liabilities, obligations, and duties now vested in or imposed upon the Company, or which may under the intended Act be vested in or imposed upon the Company, and to enable the said Local Board to apply to any of the purposes aforesaid the General District Rate or any other funds, moneys, rates, or rents belonging to them, or which they have power to levy or raise.

To authorise agreements between the Company and the Birkdale Local Board with respect to all or any of the matters aforesaid, and to confirm and give effect to any such agreement which may have been or which may be entered into prior to the passing of the intended Act.

To confirm and give effect to an agreement dated the 31st day of December, 1887, and made between the Mayor, Aldermen, and Burgesses of the borough of Southport and the Company with reference to a sea-wall, fence, and esplanade at Southport, and if thought fit

to authorise further agreements between the same parties with reference thereto, and to confer upon the said parties all such powers, and to make all such provisions as may be considered expedient or necessary for giving effect to the provisions and objects of the said first-mentioned agreement, or to make such other provision as may be deemed necessary or expedient for transferring to the said Mayor, Aldermen, and Burgesses the liabilities and obligations of the Company under section 18 of the said Act of 1882 in relation to the said sea-wall and fence, and for relieving the Company therefrom.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and to enable the Company to dispose of, sell, lease, or let the said lands, or any parts or parts thereof, and so far as may be necessary to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To alter, amend, extend, or explain section 14 of the Southport and Cheshire Lines Extension Railway Act, 1889, and to make further provision with respect to the moneys paid out of capital therein referred to.

To authorise the investment of trust funds in the guaranteed debenture stock of the Company.

To empower the Company to re-issue as part of their authorised capital all or any part of the capital of the Company formerly issued by them to their contractor, and surrendered to them or trustees for them by the said contractor's trustee in bankruptcy, and to sanction and confirm the issue of any part thereof which has been or may be made by the Company prior to the passing of the intended Act.

To authorise the Company to create and issue so much of the debenture stock authorised by the existing Acts of the Company as remains unissued at such price and subject to such terms and conditions as may be prescribed or provided for by the intended Act.

To empower the Company to apply to any of the purposes of the intended Act any capital or funds belonging to them.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To alter, extend, enlarge, or repeal so far as may be necessary for the purposes of the intended Act all or some of the provisions of the several Acts, local and personal, following (that is to say) :—

The Southport and Cheshire Lines Extension Railway Act, 1881, and all other Acts relating to the Company.

And notice is hereby further given, that plans and sections of the intended road and a book of reference to such plan, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same 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 road is proposed to be made, together with a copy of this notice, will be deposited with the parish clerk of such parish at his residence.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 19th day of November, 1891.

MAYHEW, SON, and PECK, Southport, Solicitors.

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

In Parliament—Session 1892.

Folkestone, Sandgate, and Hythe Tramways (Lift, &c.).

(Construction of Lift or Tramroad at Sandgate; Compulsory Purchase of Lands; Power to Secretary of State for War to Sell or Lease Lands: to Levy Tolls, &c.; Agreements with the South Eastern Railway Company; Repeal of Section 5 of Folkestone, Sandgate, and Hythe Tramways Act, 1891, and Extension of Time for Construction of Certain Tramways; Additional Capital; Application of Funds and Capital Subscriptions of other Companies; Amendment and Incorporation of Acts, and other purposes.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session by the Folkestone, Sandgate, and Hythe Tramways Company (hereafter called "the Company") for an Act for all or some of the following purposes.

To empower the Company to construct and maintain the lift or tramroad hereinafter described (that is to say):—

A lift or tramroad (hereinafter called "the Lift") 18 chains or thereabouts in length to be situate wholly in the parish of Cheriton, in the county of Kent, commencing upon land belonging or reputed to belong to Julius Houssemayne Du Boulay, and forming part of the property known as West Lawn, in or near the south-west corner thereof, and proceeding thence due north through and on the western side of the said land or property, and through land belonging to Her Majesty's Secretary of State for War, and terminating in the Shorncliffe Camp at a point 17 yards or thereabouts south of the canteen of the "B" lines of the said Camp, on lands belonging to the said Secretary of State for War.

Together with all necessary embankments, cuttings, sleepers, rails, approaches, shelters, engine houses, toll houses, toll gates, turnstiles, and other conveniences and approaches.

To empower the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments, and to acquire easements over lands for the purposes of or in connection with the intended lift and works, and of the Bill, and the Bill will vary or extinguish any existing rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

To authorise the Company to stop up, alter or divert temporarily or permanently, and interfere with any public footpaths, roads, pathways or footways which it may be necessary or convenient to stop up, alter or divert in constructing the said lift and works, and to vest the site and soil thereof in the Company.

To provide that the intended lift when opened for traffic shall be deemed, for all purposes except as regards tolls to form an integral part of the Company's undertaking.

To authorise and empower Her Majesty's Secretary of State for War to sell or lease in perpetuity, or for any term of years, to the Company, any lands or buildings which the Company may require for the purposes of the intended lift and works.

To authorise and empower the Company to work the said lift for the purposes of traffic of every description by means of steam, electricity, atmospheric, hydraulic, cable or other mechanical or motive power.

The gauge of the said intended lift will be 4 feet 8 inches.

To authorise the Company to levy and alter, from time to time, tolls, rates and charges for and in respect of the use of the said lift, and to grant exemptions from the payment of such tolls, rates and charges.

To empower the Company on the one hand and the South Eastern Railway Company on the other hand, to enter into and carry into effect, alter and rescind contracts or agreements with respect to the construction, working, use, management and maintenance by the contracting parties, or any or either of them, of the proposed lift.

To repeal section 5 of the Folkestone, Sandgate, and Hythe Tramways Act, 1891, and to extend the time now limited respectively for the construction and opening for public traffic of the Tramways Nos. 1 and 2 authorised by the Folkestone, Sandgate, and Hythe Tramways Act, 1889, and the Tramways Nos. 1 and 3, authorised by the Folkestone, Sandgate, and Hythe Tramways, Act, 1886.

To authorise the Company to apply their existing funds or any moneys which they have powers to raise or which any Company has or may have power to subscribe to the Company's undertaking to all or any purposes of the Bill or to the general purposes of their undertaking and to raise further capital for all or any purposes of the Bill, and other the general purposes of their undertaking with or without preference or priority in the payment of interest or dividend with other special rights and privileges, and by borrowing on mortgage and debentures or by all or any of those means.

To authorise and empower the Company on the one hand, and the Sandgate Local Board on the other hand, to agree as to the alteration or removal, and re-construction of any turn-out or crossing place upon the Company's Tramways within the district of the said Local Board.

The Bill will vary, repeal, or extinguish all rights and privileges which would in any manner interfere with its objects, and will confer upon the Company all such other rights and privileges as may be necessary for any of its purposes, and will amend, enlarge, extend, or repeal, so far as may be deemed expedient for the purposes thereof, the provisions or some of the provisions of the Tramways Act, 1870, the Folkestone, Sandgate, and Hythe Tramways Act, 1884, and any other Act relating to the Company, the Act 6 William IV., cap. 75, and all other acts relating to the South Eastern Railway Company, and the Bill will incorporate with or without alteration or limitation all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, and the Railways Clauses Consolidation Act, 1845, as relate to roads and bridges and the temporary occupation of lands during construction of the works.

Duplicate plans and sections of the proposed lift showing the lines, situation and level thereof,

and the lands, houses and other property which will or may be 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, 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 on or before the same day a copy of such plans, sections and book of reference, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of the parish of Cheriton, 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, 1891.

G. and G. S. WILKS, Hythe,  
A. WILLIS, 22, Abingdon-street, S.W.,  
Solicitors for the Bill.  
R. W. COOPER and SONS, Westminster  
Chambers, 7, Victoria-street, S.W.,  
Parliamentary Agents.

In Parliament.—Session 1892.

Great Northern and City Railway.

(Incorporation of Company; Construction of Underground Railways from Finsbury Park to the City; Provisions as to Underpinning and as to Purchase of Lands and Use of Subsoil; Tolls, &c.; Use of Electricity or other Power; Agreements with the Great Northern Railway Company, the London County Council, Corporation of the City of London and other authorities and Companies; 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 incorporate a Company (hereinafter called "the Company"), and to empower the Company to construct the works, exercise the powers, and effect the purposes following, or some of them (that is to say):—

To make and maintain the railways and works hereinafter described, or some of them, or some part or parts thereof, with all proper stations, platforms, approaches, sidings, shafts, lifts, buildings, apparatus, generating stations and plant depôts, machinery, appliances, works and conveniences (that is to say):—

1. A railway (No. 1), wholly in the parish of Saint Mary, Islington, in the county of London, commencing by a junction with the up-line of the Finsbury Park and Canonbury Branch of the Great Northern Railway, at a point distant 64 yards, or thereabouts, measuring in a southerly direction along the said up line from opposite the centre of the signal box No. 4, near to and southward of Finsbury Park Station, and terminating 20 yards, or thereabouts, west of the point where the said up line enters the north side of the bridge carrying the road known as Drayton Park over the said up line.
2. A railway (No. 2), wholly in the said parish of Saint Mary, Islington, commencing by a junction with the down line of the Finsbury Park and Canonbury Branch of the Great Northern Railway, at a point distant 34 yards, or thereabouts, measuring in a southerly direction along the said down line from opposite the centre of the signal box No. 1, near to and northward of the bridge carrying the road known as Drayton Park over the said Finsbury

and Canonbury Branch Railway, and terminating at the point before described as the termination of Railway No. 1.

3. A railway (No. 3) commencing in the said parish of Saint Mary, Islington, by a junction with the intended Railways Nos. 1 and 2, at the termination thereof before described, and thence passing from, through, or into the parishes and places of Saint Mary, Islington, Saint Luke, and Saint Leonard, Shoreditch, in the county of London, and Saint Stephen, Coleman-street, in the county of the city of London, and terminating in the said parish of Saint Stephen, Coleman-street, at or near the centre of the street known as Finsbury-pavement, at a point in line with or nearly in line with the face of the houses on the north side of the street known as West-street.

The greater portion of the intended railways will be underground, and the gauge to be adopted will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity, or such other motive power as the Board of Trade may sanction.

To authorise the Company to provide engine-houses, stations, passages, subways, tunnels, shafts, fitting shops, workshops, warehouses, yards, depôts, and works.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, foot-paths, or places, railways, bridges, gas and water mains, and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use for the purposes of the intended works, or of the intended Act, the subsoil and under-surface of any lands, streets, roads, highways, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the Company to deviate from the lines or situations of any of the works, and also to deviate from the levels of any of the works to such extent as may be authorised by or determined under the powers of the intended Act, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or be affected by any of intended works, and whether such houses, buildings or works are or are not intended or required to be taken for the purposes of the intended Act.

To authorise the Company to purchase, by compulsion or agreement, lands, houses and other property and easements in, under, or over the same for the purposes of the intended Act, and notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, to empower the Company to appropriate and use a part or parts only of any premises, or the subsoil, and any cellars, under any street or road without being obliged to purchase or pay for any greater interest therein, and to vary and extinguish all rights and privileges connected with such lands, houses, property, subsoil, or cellars.

To authorise the Company to sell, convey,

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

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

To empower the Company on the one hand, and the London County Council (hereinafter called "the County Council"), the Lord Mayor, commonalty and citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any vestry or other authority, or any company or body having the control or management of streets, roads, sewers, water, gas or other pipes, wires or apparatus, on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction or maintenance of the intended railways and works, or any of them, or any part or parts thereof respectively, and the works and conveniences, connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements or arrangements which have been or may be made with reference to all or any such matters, and if thought fit, to insert provisions for the protection of the County Council, the Corporation, the Commissioners and any vestry or other authority, company or body as aforesaid respectively, or any or either of them, and to confer upon them in furtherance of any such agreement all or any of the powers of the intended Act, including powers of construction, maintenance and purchasing lands.

The intended Act will empower 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 agreements with respect to the construction, working, use, management and maintenance of the intended railways, or any part thereof, the supply and maintenance of engines, stock and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways, the management, regulation, interchange, reception, 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 conveniences for the traffic of the Company, the fixing, collection, payment, division and appropriation of the tolls, fares, rates, charges and other income and profits arising from traffic to, from and over the railways of the contracting Companies, or any part or parts thereof, and the payments, allowances, rebates or drawbacks to be made or allowed by either of the contracting Companies to the other of them, and the intended Act will sanction or confirm any agreement which, previous to the passing thereof, may be made touching any of the aforesaid matters.

The intended Act will or may authorise the Company to run into and use the Finsbury Park Station of the Great Northern Railway

Company, and the portions of the said up and down lines situated between that station and the intended Railways No. 1 and No. 2, before described, together with the buildings, booking, and other offices and conveniences at the said station.

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

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

To incorporate with the intended Act the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

To alter, amend, extend, and if need be repeal the provisions or some of the provisions of the several Acts of Parliament following, that is to say:—The Metropolis Local Management Acts, 1855 and 1856; the Local Government Act, 1888, and all other Acts which relate to the County Council, the London City Improvement Act, 1847, and 57 Geo. III., cap. 29, and all other Acts relating to the Corporation or the Commissioners of Sewers of the City of London, or to the City of London, 9 and 10 Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the intended Act, showing the lines and levels thereof, and the lands to be purchased under the powers of the intended Act, with a book of reference to such plans, a map showing the course and direction of the proposed railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell-green, and with the Clerk of the Peace for the county of the city of London, at his office at the Old Bailey in the said city, and that on or before the said 30th day of November a copy of so much of the said plans, sections and book of reference respectively as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, are or is intended to be made, or in which any lands to be taken compulsorily under the powers of the intended Act are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of the parish of Saint Mary, Islington, with the vestry clerk of that parish at his office at the Vestry Hall, Upper-street, Islington; in the case of the parish of Saint Luke, in the county of London, with the vestry clerk of that parish, at his office at the Vestry Hall, City-road; in the case of the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Shoreditch Town Hall, Old-street, E.C.; and in the case of the parish of Saint Stephen, Coleman-street, with the clerk of that parish, at his residence.

And notice is hereby further given, that on or before the 21st day of December next printed copies of the Bill for the intended Act will be



deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1891.

LE BRASSEUR and OAKLEY, 12, New-court, Lincoln's-inn, Solicitors for the Bill.

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

In Parliament.—Session 1892.

Lea Valley Drainage.

(Constitution of Commissioners for Improving old River Lea and Tributaries and Draining Lands in Valley of the River; Qualification, Election of Commissioners, &c.; Construction of Drainage and other Works; Compulsory Powers of and Entry on Lands; Diversion of Water; Provisions for Improving and Maintaining Drainage of District for Protection of Works of Commissioners, &c.; Transfer of Existing Works to Commissioners; Prohibiting Cutting of Weeds; Bye-Laws; Agreements with and Powers to Secretary of State for War, Lee Conservancy Board, New River, and East London Water Companies and others; Taxation of Lands Drained or Benefited; Borrowing of Money; Bye-Laws, &c.; Amendment and 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 purposes, or some of the purposes following (that is to say):

To constitute or provide for the constitution of Commissioners (hereinafter called the "Commissioners") for improving that part of the river Lea, popularly known as the old river Lea (or Lee), which lies between the Weir, in the parishes of Wormley, in the county of Hertford, and Nazeing, in the county of Essex, known as King's Weir and the Weir, at the junction of the river Lea navigation, the old river Lea, and the mill lead from Tottenham Mills, and all tributaries thereof, including the small river Lea and streams and cuts connected therewith, and for the drainage and improvement of the lands in the valley of the said river Lea, situate in the parishes of Nazeing, Waltham, Holy Cross, Chingford, Becontree (detached), and Walthamstow, in the county of Essex, and of Wormley and Cheshunt, in the county of Hertford, and of Enfield, Edmonton, Tottenham, in the county of Middlesex (hereinafter referred to as "the District").

To empower the Commissioners to carry into effect the purposes and exercise the powers of the intended Act, and if thought expedient to incorporate the Commissioners.

To provide for the nomination, appointment, and election of the Commissioners by owners or occupiers of land within the district, or by such other persons and bodies, or in such other manner as the Bill may define, and for the retirement and rotation from time to time of the Commissioners, and to prescribe the qualification of Commissioners, and the qualifications of and scale and mode of voting by persons and bodies who may be authorised by the Bill to appoint or elect Commissioners.

To enable the Commissioners to appoint committees and delegate any of their powers and duties to such Commissioners, and to regulate the proceedings of the Commissioners, and otherwise make all necessary provision for the effectual working and carrying on of the business of such

Commissioners, and the management of their affairs.

To authorise the Commissioners to make and maintain the works hereinafter described, that is to say:—

(a) A diversion of the small river Lea, in the parish of Enfield, in the county of Middlesex, such diversion commencing at or about the occupation bridge over the said river, which forms the communication between the fields numbered respectively on the Ordnance Map (scale  $\frac{1}{2500}$ ) 494 and 496 in that parish, and terminating by a junction with the stream known as the Enfield Wash Stream at or about the southernmost corner of the property numbered on the said map 1039 in the said parish, together with the stopping up of the portion of the small river Lea, which lies between the commencement of such diversion and the river Lea navigation.

(b) A widening in the parish of Waltham Holy Cross, county of Essex, of the Horse Mill Island Stream, on its western side at its junction with the Powder Mill Cut, and the lengthening in a westerly direction of the weir which crosses that stream at or about the said junction.

(c) A widening of the old river Lea on its southern side, at or about the weir over that river, which is situate near the northern end of the cut leading from the said old river Lea to Sewardstone Mill, and a lengthening, alteration, and lowering of the said weir, the said works will be situate in the parishes of Waltham Holy Cross, in the county of Essex, and Enfield, in the county of Middlesex, or one of them.

(d) A widening of the old river Lea on its southern side, at the weir situate near the junction with the said old river of the cut, leading therefrom to Chingford Mill at the northern end of that cut, and a lengthening on its southern side, and an alteration and lowering of the said weir. The said works will be situate in the parish of Chingford, in the county of Essex, and in the parish of Edmonton, in the county of Middlesex, or one of them.

(e) An alteration and lowering of the weir or sluice on the old river Lea, which is situate at or about the northernmost corner of the property numbered on the Ordnance map (scale  $\frac{1}{2500}$ ) 603, in the parish of Tottenham, in the county of Middlesex, and is partly in that parish and partly in the parish of Walthamstow, in the county of Essex.

(f) All necessary embankments, wells, bridges, arches, culverts, ditches, drains, sluices, stages, roads, approaches, and other works and conveniences.

To authorise the Commissioners to deviate laterally and vertically from the lines and levels of the intended works.

To empower the Commissioners to take or purchase, by compulsion or agreement, any lands, houses, tenements, or hereditaments required for the purposes of the intended works, or of the Bill, or any easement, interest, or right over, or in, any lands, houses, tenements, or hereditaments in the parishes and places aforesaid, and to vary or extinguish all public, private, or other rights and privileges incidental thereto or connected with lands, houses, tenements, and hereditaments.

To empower the Commissioners to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, pipes, and

apparatus, sewers, rivers, streams, banks, bridges, railways, and tramways within the parishes and 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.

To authorise the Commissioners to divert into the intended diversion of the small Lea the waters of the said small Lea, which now flow directly into the river Lea navigation, and so indirectly into the old river Lea, the cut leading from the said old river Lea to Sewardstone Mill, and the mill lead to Tottenham Mill, and belonging to the Governors and Company of the New River from Chadwell and Amwell to London (hereinafter called the "New River Company"), the cut from the old river Lea to Chingford Mill and those from the said river to Walthamstow Mill, belonging to the East London Waterworks Company, and the Copper Mill stream.

To empower the Commissioners to cleanse, scour, dredge, deepen, straighten, protect, widen, enlarge, and otherwise improve or alter the old river Lea, the small river Lea, the following streams, cuts, and ditches (that is to say): Cornmill Stream, Thorogood's Ditch, Hookmarsh Ditch, Powdermill Cut, Horsemill Island Stream, Enfield Wash Stream, the cut from the old river Lea to Seawardstone Mill, Mar Dike, and the stream leading from the river Lea navigation at the Pike and Anchor public house to the old river Lea (which streams, cuts, and ditches are hereinafter referred to as "main streams"), and the bed, channels, and banks thereof respectively, and also of any tributaries thereof respectively (including any drains or watercourses flowing thereinto) in the said counties of Essex, Hertford, and Middlesex, or some or one or more of them, and to remove obstructions and impediments and shoals, and to regulate the flow of water therein respectively, and to take down, alter, repair, and reconstruct, extend, and enlarge any weirs, dams, sluices, piers, piles, arches, bridges, abutments, or other works thereon; and to construct and maintain new weirs, embankments, dams, sluices, banks, channels, outfalls, cuts, bridges, arches, drains, and other works and conveniences necessary or proper for improving the drainage of the district, or the free flow of water in the said rivers, and main streams, or regulating or preventing the flooding of lands in such district; and for such purposes to enter upon and use any lands within the district.

To provide for the disposal of any materials taken from the said rivers and main streams, or any of them, or from any tributaries thereof respectively by the Commissioners, by selling all or any part thereof, or by using the same in or for the purposes of any works authorised to be constructed by them, or by deposit on the banks, slopes, or sides of the said rivers and main streams, and tributaries, or on land adjoining thereto.

To empower the Commissioners from time to time to regulate the flow of water in the said rivers, and main streams and their tributaries respectively into the same from any cuts, drains, or streams within the district.

To provide for the cleansing, scouring, repairing, and maintaining by and at the expense of the owners or occupiers of land within the district of any watercourses, drains, sewers, ditches, banks, and other works of internal drainage, within or adjoining their respective lands, and to empower the Commissioners to determine all questions relating to the execution of such works, and the liabilities or relative

liabilities of the owners or occupiers of such lands in reference thereto.

To empower the Commissioners to maintain and repair all embankments, ditches, drains, sewers, and other works of drainage in the district, and if thought fit to vest or transfer the same, and the control and regulation thereof, in and to the Commissioners, and to empower the Commissioners to alter, vary, divert, and discontinue all or any of such ditches, drains, sewers, and other works.

To prohibit or restrict the cutting of drains into or otherwise interfering with the aforesaid rivers or main streams, or any drain or watercourses of the Commissioners, or the banks or slopes thereof, and generally to make provision for the prevention of damage to the said rivers and main streams, drains, and watercourses, or the banks and slopes thereof, or any works of the Commissioners.

To authorise the Commissioners to cut weeds, grasses, and other vegetation in the aforesaid rivers and main streams or any tributaries thereof, within their district, or if thought fit to enforce the cutting thereof, by the owners or occupiers of the property abutting on such main streams or tributaries; and to prohibit the casting of any weeds, grasses, or other vegetation, into the said rivers and main streams, or any of them, or any tributaries thereof, or into the river Lea, or the river Lea navigation above King's Weir aforesaid, or into any stream, canal, or watercourse, communicating therewith respectively, or the allowing the same to remain therein after cutting, and to require and compel any person cutting weeds, grasses, or other vegetation in the said rivers, main streams, or tributaries, or in the river Lea, or river Lea navigation above King's Weir, or any stream, canal, or watercourse, communicating therewith respectively, to remove the same immediately therefrom.

To empower the Commissioners from time to time to make, vary, and rescind bye-laws for effecting all or any of the objects aforesaid, and to provide for the allowance and publication of such bye-laws, and to impose penalties for breach or non-observance thereof or of any of the provisions of the Bill.

To empower the Commissioners and Her Majesty's Principal Secretary of State for the War Department, the Lee Conservancy Board, the New River Company, and the East London Waterworks Company, or any other owner or occupier of lands within the district, to enter into and carry into effect contracts, agreements, or arrangements for, or with respect to, the execution and maintenance (whether by such Secretary of State, board, companies, owner, or occupier, or by the Commissioners) of all or any works which the Commissioners may be by the Bill authorised to construct and maintain, or the contribution by such Secretary of State, board, companies, owner, or occupier, or by the Commissioners to the expenses of any such works, and to confer upon the said Secretary of State, board, companies, owner, or occupier, all or any of the powers proposed to be conferred upon the Commissioners by the Bill, and such other powers, rights, and privileges, as may be necessary in that behalf, and to empower the Commissioners and the said Board to enter into and carry into effect agreements with respect to the execution by the said Commissioners, or the said board, or both, of any works upon the river Lea navigation, which may be rendered necessary or desirable by reason of the exercise of the powers of Bill, and the subscription to such works by the Commissioners.

To sanction and confirm any such agreement, or any other agreement for effecting any objects of the Bill which may have been or may be entered into between the Commissioners and the said Secretary of State, board, companies, owner, or occupier.

To empower the Commissioners to assess, levy, and recover by distress, or otherwise, rates, assessments, or contributions, differential, or otherwise, upon the owners and occupiers, or owners or occupiers, of all or any lands, houses, tenements, or hereditaments within the district, and upon all persons and corporations in respect of any rights, interests, or property which may be benefited by the works, or exercise of the powers of the Commissioners, and to confer exemptions from such assessments, rates, or contributions.

To authorise the Commissioners to borrow and re-borrow money on mortgage, or by annuities, on the security of any such rates, assessments, or contribution, or of any property, income, or revenue for the time being of the Commissioners.

To incorporate with the Bill in extenso or by reference, and to make applicable to the Commissioners and to the objects and purposes of the Bill, with or without modification, alteration, or amendment, all or some of the provisions of, amongst other Acts, the Land Drainage Act, 1861, and any Act or Acts amending the same.

And the Bill will or may confer upon the Lee Conservancy Board, either in conjunction with, or instead of, the Commissioners, all or some of powers of the Bill, or will or may provide for the exercise of any such powers by the said Conservancy Board by agreement with the Commissioners, and for the application to any such purposes of any funds of such Conservancy Board.

The Bill will or may vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects or provisions of the Bill, and will confer other rights and privileges, and will or may, so far as may be necessary, repeal, alter, or amend the provisions, or some of the provisions, of the following local Acts, that is to say:—The 13 Elizabeth, cap. 18; the 31 and 32 Vic., cap. 154; and any other Act or Acts relating to the river Lea or the navigation thereof, or to the Lee Conservancy Board, the 47 George III. (Session 2), cap. 72, and any other Act or Acts relating to the East London Waterworks Company or their undertaking; 13 Elizabeth, cap. 18; 15 and 16 Vic., cap. 169, and any other Act or Acts relating to the New River Company.

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, in respect whereof plans and sections are, by the Standing Orders of either House of Parliament, required to be deposited showing the lines and levels thereof, the plans and the lands to be taken compulsorily for the purposes thereof, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish and 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, or in which any lands or houses to be taken compulsorily are

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 some parish immediately adjoining thereto at his residence.

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 19th day of November, 1891.

FARBER and Co., 66, Lincoln's-Inn-Fields,  
W.C., Solicitors for the Bill.

REES and FRERE, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Barry and Cadoxton Gas and Water.

(Powers to construct New Works; Acquire further Lands and raise additional 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 Barry and Cadoxton Gas and Water 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 works hereinafter described, or some or one of them, to be wholly situate in the Parish of St. Andrew's Major, in the county of Glamorgan (that is to say):—

(A) A conduit adit or line of pipes No. 1 to commence from and out of the existing pumping works and well of the Company on Biglis Moors, and to terminate in that portion of Dinas Powis Moor numbered 702 on the  $\frac{1}{2500}$  scale Ordnance map of that parish, and  $2\frac{1}{2}$  chains or thereabouts from the north-west corner of a field numbered 707 on the said Ordnance map.

(B) A well shaft or boring to be situate in that part of Dinas Powis Moor, numbered 702 on the  $\frac{1}{2500}$  scale Ordnance map of that parish, and  $2\frac{1}{2}$  chains or thereabouts from the north-west corner of a field numbered 707 on the said Ordnance map.

(C) A conduit adit or line of pipes, No. 2, to commence from or out of the well, shaft or boring (work B) before described, and to terminate in and near the north corner of that part of Cog Moor, numbered 710 on the  $\frac{1}{2500}$  scale Ordnance map of that parish.

(D) A road, to commence at and from the existing pumping works and well of the Company before described, and to terminate by a junction with the existing road of the Barry Railway Company, at a point 1 chain or thereabouts south of the north-west corner of a field numbered 707 on the  $\frac{1}{2500}$  scale Ordnance map of the aforesaid parish.

(E) All necessary and proper embankments, walls, dams, cuts, channels, aqueducts, catchwaters, culverts, tunnels, drains, sluices, wells, tanks, engines, buildings, mains, pipes, machinery, appliances, roads, approaches, telegraphs and telephones, and other works and conveniences.

2. To authorise the Company to:—

(A) Purchase by compulsion or agreement, and hold, and to take on lease, and to take grants of easements over, through, or under lands, buildings, springs, streams,

waters, and other hereditaments and property which may be required for the purposes of the intended works, and of their undertaking or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

(b) Take, collect, divert, impound, appropriate, and use all such springs and waters as can be diverted and abstracted, or as will or may be intercepted by the proposed works, or which may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they may acquire easements or rights.

(c) Deviate from the lines and levels of the intended works to such an extent as may be defined by the Bill or prescribed by Parliament.

(d) Lay down, maintain, alter, remove, and renew mains, pipes, and other apparatus, works, and conveniences in, over, under, or across, and for that purpose to 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, telegraphs, telephones, pipes, sewers, drains, rivers, streams, brooks, or watercourses in the parishes, townships, and places before mentioned, so far as may be necessary or convenient for any of the purposes of the Bill.

3. To authorise the Company to raise further moneys for the purposes of the Bill, and for the general purposes of their undertaking 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, and to apply to any of the purposes of the Bill any moneys now belonging to the Company or which they have power to raise.

4. 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 Acts and the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands, with such variations, modifications and exceptions as the Bill may prescribe.

5. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the Barry and Cadoxton Gas and Water Acts, 1886 and 1889, and all other Acts, if any, which may relate to, or be affected by, any of the objects of the Bill.

6. The Bill will confer on the Company all powers, rights, authorities and privileges which are or may become necessary for carrying it into execution, will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, 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 works, 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 Glamorgan, at his office at Cardiff, and with the Parish Clerk of the said parish of Saint Andrew's Major, 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 18th day of November, 1891.

DOWNING and HANDCOCK, Cardiff, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1892.

Bournemouth Improvement.

(Powers as to Streets, Buildings, Sanitary Matters, Sewage, Slaughter-houses, Common Lodging-houses, Overhead Wires; Licensing Persons; Apportionment of Street Expenses and Charging same on Lands and Persons; Control and Regulation of Street Traffic, Additional Powers as to matters of Police and for Maintaining Order and Preventing Offences, Nuisances, &c.; Powers for Lighting Corporation Property, &c., by Electric Light; Provisions as to Fire Brigade, Advertisements, Reading Rooms, Drinking Fountains and Public Conveniences; Supply of Sea Water; Powers to Contribute to Charities, &c.; Powers as to Foreshore, Bathing, &c.; Acquisition of Lands by Agreement; Confirming and Giving Effect to Agreement for Purchase of the Winter Gardens and Pavilion, Charges for Admission thereto; Regulations as to Use and Enjoyment thereof; Regulations for Closing Pier on Special Occasions, and Charges for Admission thereto; Further Powers as to Assessment and Collection of Rates; Borrowing Powers; Raising and Application of Moneys; Consolidation of Loans and Creation of Corporation Stock; Superannuation Allowances; Audit; Bye-Laws; Penalties; Amendment or Repeal 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 Bournemouth (in this Notice respectively called "the Corporation," and "the Borough"), for an Act (in this Notice called "the intended Act") to effect the purposes and to confer the powers and privileges following, or some of them (that is to say):—

1. To confer on the Corporation new and enlarged powers, and to make further provisions with reference to streets, buildings, and sanitary matters, including amongst others the following (that is to say):—

The laying out, width, level, construction, and drainage of public or private streets, and the construction and details of buildings, chimneys, &c., the ventilation and drainage of buildings, courts, and places, the fencing of vacant land, gardens, and forecourts, the filling up of ground with offensive matter, and building thereon, the removal and prevention of projections over streets, regulation and prevention of sky signs, the prohibition of buildings in courts, the means of protection against fire in public buildings, the prohibition of the occupation of new houses and buildings, unless and until the drainage and water supply are completed to the satisfaction of the Corporation, the construction and cleansing of drains, water closets, and other receptacles and con-

veniences, the supply of water to new buildings, and the prevention of nuisances, and all matters and things necessary therefor or incident thereto.

2. To confer further powers on the Corporation in relation to private streets and private street works and improvements, the apportionment, payment, and recovery of expenses of such works, and charging such expenses upon the property of adjoining owners, with powers of sale, and letting and other powers, to confer powers upon owners with limited interests in relation to any of the matters aforesaid, and to empower such owners and the Corporation to borrow and advance money, and charge lands in respect of such expenses; and with reference to the above matters, or any of them, to alter or render inapplicable the provisions of the Public Health Acts.

3. To authorise the Corporation to acquire patent rights and licenses for dealing with and disposing of sewage and refuse, and to enter into and carry into effect agreements and arrangements with reference thereto.

4. To confer new and enlarged powers on the Corporation, and to make further provisions for the prevention of the spread of infectious diseases, and to authorise the Corporation to provide temporary accommodation and nursing, and to extend the provisions of Section 124 of the Public Health Act, 1875.

5. To prohibit the use of slaughter-houses, and to prevent the slaughter of animals elsewhere than in public slaughter-houses when provided by the Corporation.

6. To prohibit the keeping of pigs within one hundred and fifty feet of any dwelling-house or public highway in the borough, except with the consent of the Corporation.

7. To authorise the Corporation to require the keeper of every common lodging-house to reside on the premises, or to appoint a resident deputy with power to the Corporation to disapprove such deputy, and thereupon to provide for the appointment of another.

8. To provide penalties for offences against Section 77 of the Public Health Act, 1875, and to define the meaning of the words "keeper of a common lodging-house."

9. To authorise the Corporation, on reasonable grounds, to refuse to register any person as the keeper of a common lodging-house, and to cancel the registration of the keeper of any common lodging-house convicted of any offence.

10. To make further provisions with respect to, and to the fixing, placing, or attaching of wires, tubes, or other apparatus under, along or across any public thoroughfare.

11. To authorise the Corporation to establish and maintain, or to rent or hire telegraphic and telephonic communications between the various establishments, stations, and works belonging to the Corporation, and for prevention of fires within and without the borough. To enable the Corporation to light with electric light, provided by them at their cost, their offices and premises, and the piers belonging to them, and any public recreation ground, including the Winter Gardens and buildings therein hereinafter mentioned.

12. To authorise the Corporation to regulate, control, and license porters, messengers, and commissioners.

13. To make further provision for regulating the use of locomotives; for prohibiting the use of vehicles and locomotives with flanged or other than smooth wheels; 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, or the placing of ladders against houses within certain hours; for preventing any dangerous excavations in or near streets; for regulating the route by which processions and bands of music shall pass in the neighbourhood of places of worship during the hours of Divine service.

14. To provide for the regulation of public vehicles within the borough, and to make other provisions with respect to such vehicles and hackney carriages; and, if necessary, to apply the provisions of the Town Police Clauses Acts, 1847 and 1889, with respect to the drivers of hackney carriages and omnibuses, to persons drawing or propelling any wheeled carriage plying for hire within the borough, and to the drivers and conductors in attendance thereon, and to make and enforce bye-laws with respect to porters' carts, and the stands therefor, and to make all the provisions of the Town Police Clauses Acts, 1847 and 1889, and the bye-laws made thereunder with respect to hackney carriages, applicable to such carts; and to make other provisions with reference thereto, and to provide for the examination of all or any such vehicles from time to time, to see that the laws and bye-laws relating thereto are duly observed.

15. To apply the provisions of the Town Police Clauses Acts, 1847 and 1889, and the bye-laws made thereunder with respect to hackney carriages, and to such other vehicles as aforesaid, to railway stations and the approaches thereto, as though such railway stations and approaches were hackney carriage stands or a street, and to make applicable the provision of those Acts with respect to the regulation of fares to hackney carriages, omnibuses, &c., taking up and setting down passengers within the borough, but which go outside the borough.

16. To make further provisions for maintaining order and preventing offences, nuisances, annoyances, and indecencies in the streets or other public places or walks in the borough, or on private ground abutting on streets, or within hearing or sight of streets, for preventing betting in the streets, for the regulation and control or prohibition of processions in or through any of the streets in the borough, for regulating street bands and street music, for requiring dangerous amusements to be fenced off, for preventing the assembling of persons so as to cause obstruction in the streets, for requiring street musicians to depart from the neighbourhood of houses, for preventing the use of any organ or other musical instrument worked by steam or other mechanical contrivance to the annoyance of the inhabitants of the borough or any part thereof; for the regulation of advertising on vehicles, and other modes of advertising; for prohibiting the burning of garden or other rubbish or refuse; for compelling owners and occupiers of premises abutting on streets to cut and lop trees, hedges and shrubs overhanging streets so as to cause obstruction; for prohibiting the sale or use in any street of any articles likely, in the opinion of the Corporation, to be used to the annoyance of the public; for prohibiting the driving of cattle or sheep through the streets within certain hours; for preventing the defacing of names and numbers of streets and houses, or the interference with or damage to notice boards and lamps, or commission of any kind of nuisance within the borough, the throwing of water on the public roads and footpaths, and to make provisions with reference to such other matters of a like character as are necessary or desirable for the good government of the borough.

17. To confer further powers upon the Cor-

poration and firemen or other persons with reference to fires.

18. To constitute the Corporation the local authority within the meaning of the Weights and Measures Acts, 1878 and 1889.

19. To authorise the Corporation from time to time to accept and allow the erection in public streets and places of statues, monuments, and fountains, and to keep them in good order and repair.

20. To enable the Corporation to provide and maintain, in public thoroughfares, and other public places, conservatories, reading rooms, drinking and other fountains, cattle troughs, shelters, refuges, and other places of shelter and convenience, and to make and recover charges for the use thereof.

21. To authorise the Corporation to supply sea water to houses by means of pipes or otherwise, to erect and maintain any buildings and machinery for such purpose, and to levy and recover rates, rents, and charges for such supply.

22. To authorise the Corporation to enforce the placing and removal of urinals in public houses and refreshment houses and other places of like character, and to prohibit the placing of such urinals adjoining the streets, public walks, and places.

23. To authorise the Corporation to contribute to public bands of music and amusements, and to charities and institutions.

24. To provide for the regulation and use of the foreshore, beach and cliffs, bathing and bathing machines, the licensing of bathing machine proprietors, the license and payment of boatmen for the protection of persons whilst bathing, and the removal of beach and sand from the foreshore. To empower the Corporation to close the piers belonging to them at such times and for such period as the intended Act may prescribe, and to make charges for admission thereto.

25. To authorise the Corporation to purchase or acquire or take on lease by agreement certain lands and the buildings and other erections thereon situate in the borough and known as the Winter Gardens (hereinafter called "the Winter Gardens"); and to form, lay out, maintain and use the same as a park or gardens and recreation ground, and to erect buildings, reading rooms, refreshment rooms, swimming baths, and other conveniences therein, and to authorise such lands, or portions thereof, to be used for such purposes of public amusement or recreation, for such periods and on such terms as the Corporation may deem proper, or as may be authorised by the intended Act, and to enable the Corporation to make and enforce bye-laws or regulations as to the use of such lands, or otherwise with reference thereto, to make charges for admission to such gardens or any of the buildings and other places therein, to provide, appoint, and pay officials, servants, agents, and other persons; to let on lease to or to employ any person as manager or keeper of the Gardens, or any of the buildings therein, upon such terms and conditions as they think fit, or the intended Act may prescribe.

26. To confirm and give effect to an agreement made between the Corporation and Mr. John White with reference to the acquisition by the Corporation of all his estate and interest in the Winter Gardens, dated the 20th October, 1891.

27. To authorise the Corporation to apply to and for all or any of the purposes of the intended Act, their funds, rates, and revenues, to levy rates, rents, duties, and charges, to vary existing rates, rents, duties, and charges, and to confer,

or vary, or extinguish exemptions from the payment thereof.

28. To confer further powers upon the Corporation with reference to the valuation and assessment of buildings.

29. To authorise the Corporation themselves to levy and collect the borough rates, and other rates now levied by precept of the Corporation through the Overseers of the Poor, either with the general district rates, or separately, and by instalments, and provisions with reference thereto.

30. To provide that Section 247 of the public Health Act, 1875, shall apply to the audit of all the accounts of the Corporation and their officers, and to apply such section and all the provisions of the District Auditor's Acts to the borough fund account, and all other accounts of the Corporation.

31. To authorise the Corporation to borrow money and raise all or any part of the moneys which they are or may be empowered to raise under any statutory powers, by the creation of consolidated, perpetual, redeemable, or other stock or annuities to be charged on all or some of the securities upon which the Corporation are or may be authorised to raise money; and to provide for the conversion of existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock or annuities.

32. To make new provisions with respect to the repayment of the existing loans, mortgages, and securities of the Corporation, and the sinking funds respectively applicable thereto, and if thought fit to extend the periods of such repayment, and to make other provisions as to, or in lieu of sinking funds, or to convert all or part of such loans, mortgages, and securities into a consolidated debt or stock.

33. To authorise the investment of trust funds in the Consolidated Stock or annuities and other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting money advanced to them, or affecting such stock, annuities, or other securities.

34. 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 or other stock of the Corporation.

35. To provide for the application of all money raised by the Corporation, and for the temporary investment thereof.

36. To authorise the Corporation on, and subject to, such terms, instructions, and conditions as they think fit, to appoint any person or the Bank of England, or any other bank or banker, as registrar for all or any purpose in relation to the consolidated stock or annuities; and to provide for the keeping of a register of holders of such stock or annuities, and the issuing of certificates of proprietorship thereof, and the transfer and transmission of such stock, and the payment of dividends thereon, and the issue of dividend warrants and of stock certificates to bearer with coupons.

37. To provide for the formation of a loan fund for the purpose of paying the dividends and extinction of stock, and for contributions to such fund from the several funds, accounts, revenues, rates, and rents of the Corporation.

38. To authorise the Corporation to grant superannuation allowances to their officers and servants, and to grant gratuities, and to regulate and authorise the sums to be paid out of the funds of the Corporation to such purposes.

39. To empower the Corporation to extend the provisions of any existing bye-laws, to make new bye-laws, rules, and regulations with reference to all or any of the foregoing matters, and to enforce the same by penalties or otherwise, or to vary or rescind the same; and to confer upon them all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers granted by the intended Act into execution, to vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

40. To make further provision for the prosecution of offenders, the bringing of actions and proceedings, the signing and service of orders, contracts, and notices, and the appointment and payment of accountants, and for other purposes.

41. To incorporate with alterations and amendments, and to apply, amend, or alter, all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):—The Towns Improvement Clauses Act, 1847; the Town Police Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Baths and Washhouses Acts; the Union Assessment Committee Acts; the Local Loans Act, 1875; the Public Health Act, 1875; the Public Health Acts Amendment Act, 1890; the Infectious Diseases Notification Act, 1889; and the Infectious Diseases Prevention Act, 1890; the Weights and Measures Acts, 1878 and 1889; the Municipal Corporations Act, 1882; and the Local Government Act, 1888; and all Acts amending the said Acts respectively, or any of them; the Bournemouth Improvement Act, 1956, and Acts amending the same, or affecting the Corporation.

42. Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1891.

J. DRUITT, Junr., Town Clerk, Bournemouth, Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Colchester Corporation.

(Transfer to Corporation of Jurisdiction, Rights, and Property of Commissioners for Improving the Navigation of the River Colne, and Extension of that Jurisdiction over the navigable portion of the River. Power to Levy Dues and Rates on Animals, Merchandise, and Articles. Power to vary Dues and Rates. Lighting and Buoying Channel. Portreeve. Increase of number of Wards, Aldermen, and Councillors. Alteration and re-arrangement of Boundaries. Redistribution of Councillors. Borrowing of Money on and Alteration of Rates. Incorporation of Acts. Repeal and Amendment of Acts).

**A**PPPLICATION is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Colchester (hereinafter referred to as the Corporation), and by the Commissioners for Executing the Acts for Improving the River Colne (hereinafter called the Commissioners), or by one of those Bodies, for leave to bring in a Bill for the following or some of the following among other purposes, that is to say—

1. To transfer to and vest in, or to provide

for the transfer to and the vesting in the Corporation of the lands, buildings, hereditaments, property, jurisdiction, rights, privileges, authorities, debts, liabilities, and duties of the Commissioners (including the right to levy tolls, rates, and charges) acting in the execution of the Local and Personal Acts 51 George III, chapter 43, and 10 and 11 Vict., chapter cclxxxii, subject to such extension, alterations, or modifications as the Bill may define or as Parliament may prescribe, and to provide for the dissolution of the Commissioners.

2. To extend the powers of the said Act 10 and 11 Vict., chapter cclxxxii (hereinafter referred to as the Act of 1847) for the improving the channel of the navigable portion of the river Colne, and to authorise the Corporation after the said transfer to light and buoy the said channel.

3. To provide for the maintenance of the light on the Knoll Buoy, either by the Trinity House of Deptford Strond and the Corporation jointly, or by the Corporation alone, and with the consent of the said Trinity House to place and maintain and light additional buoys.

4. To alter the existing provisions with respect to the dues, rates, and duties now levied and taken by the Commissioners, and to authorise the Corporation after the said transfer to levy and demand rates and duties on all animals, merchandise, and articles landed, shipped, or transhipped in any part of the port of Colchester which is within the jurisdiction of the Commissioners or of the Corporation as the Harbour Authority.

5. To authorise the variation from time to time of all or any one or more of the dues specified in the schedule to the Act of 1847, or any dues substituted therefor by the intended Act.

6. To confer on the Corporation in respect of the navigable portions of the river Colne not now under the jurisdiction of the Commissioners the same jurisdiction, powers, rights, privileges, authorities, and duties as the Commissioners now possess or enjoy over the portion of the said river between Hythe and Wyvenhoe, and to extend the jurisdiction, powers, rights, privileges, and authorities now possessed by the Corporation in respect of the first-mentioned portions of the said river to the said portion between Hythe and Wyvenhoe, in every case subject to such extension, alteration, or modification as the Bill may define or as Parliament may prescribe.

7. To revive the title of Portreeve of Colchester, and to enable the Chairman of the Committee of the Council appointed to regulate and manage the matters connected with the harbour to bear that title.

8. To divide the borough into an increased number of wards by the altering and re-arranging of the boundaries of the existing wards or some of them.

9. To increase the number of Aldermen and Councillors of the borough, and to apportion the existing and new Councillors to and among the altered, divided, and new wards, and to provide for the election, going out of office, and rotation of the added Aldermen and Councillors, and to alter the times for the going out of office and rotation of the existing Aldermen and Councillors.

10. To authorise the Corporation to apply to the purposes of the Bill their existing funds, rates, and revenues, and any moneys they are already authorised to raise by way of loan, and to enlarge the present borrowing powers of the Corporation, and to enable them to raise ad-

ditional moneys by mortgage, debenture, or stock, and to secure the same on all or any of the following securities, namely: the borough fund, the borough rate, and other rates, revenues, funds, and corporate property of and transferred to the Corporation, and to make provision out of the rates leviable by the Corporation for the repayment of moneys so applied or borrowed, to alter existing rates, and to confer, vary, or extinguish exemptions from such new, additional, or existing rates.

11. The Bill will or may enable the Corporation to carry its provisions into execution as the Municipal Authority for the borough, and under and according to the Municipal Corporations Acts, with any alterations or modifications thought expedient, and will, so far as is deemed expedient for the purposes aforesaid, vary and extend, or repeal, alter, and consolidate the provisions of, among other local and personal Acts, the following, that is to say: 51 George III, chapter 43; 10 and 11 Vict., chapter cclxxxi, and any other Acts relating directly or indirectly to the Commissioners or the Corporation; and the Bill will or may incorporate with itself in extenso, or by reference, with or without alteration, such of the provisions as may be thought fit of the Acts hereinbefore mentioned, the Harbours, Docks, and Piers Clauses Act, 1847, and the Local Authorities Loans Act, 1875, and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

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

Dated this 19th day of November, 1891.

H. C. WANKLYN, Town Clerk, Colchester.

HENRY GOODY, Clerk to the Channel Commissioners, Colchester.

DYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Portmadoc, Beddgelert, and Rhyd-ddu Railway. (Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Power to enter into Working Agreements with other Railway Companies; and to improve and to run over the Railway of another Company; Amendment of Acts, &c.)

**A** PPLICATION is intended to be made to Parliament in the Session of 1892 for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary junctions, stations, approaches, roads, and other works and conveniences connected therewith (that is to say):—

Railway (No. 1) commencing in the parish of Llanfrothen, in the county of Merioneth, by a junction with the railway of the Portmadoc, Croesor and Beddgelert Tram Railway Company, at a point distant about 4 furlongs 8-10 chains, measured in a westerly direction along the said railway from the western side of the level crossing on the road from Carreghyllidren to Tan-lan, and terminating in the parish of Beddgelert, in the county of Carnarvon, on the northern edge of the stream which forms the northerly boundary

of the field numbered 383 in the 25-inch Ordnance map of that parish, at a point 40 links, or thereabouts, south-west of the footbridge carrying the footpath from the Goat Hotel over the said stream.

Railway (No. 2) situate wholly in the parish of Beddgelert, in the county of Carnarvon, commencing at the termination of Railway No. 1, as hereinbefore described, and terminating at or near the fence at the southern extremity of the North Wales Narrow Gauge Railway, near their Rhyd-ddu Station at a point in a line with the centre line of that railway.

The intended railways will pass from, in, through, or into, and will be situate within the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):—

Llanfrothen, in the county of Merioneth, and Beddgelert, in the counties of Merioneth and Carnarvon.

To authorise the Company to purchase and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial and other places aforesaid.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works.

To empower the Company on the one hand and the Portmadoc, Croesor, and Beddgelert Tram Railway Company (hereinafter called "the Croesor Company"), the Festiniog Railway Company, and the North Wales Narrow Gauge Railways Company, or any one or more of them on the other hand, from time to time to enter into working agreements in accordance with the provisions of Part 3 (Working Agreements) of the Railways Clauses Act, 1863, as amended by the Regulation of Railways Act, 1873.

To enable the Company out of their authorised capital to renew the permanent way of the railway of the Croesor Company, and in other respects adapt it for passenger traffic.

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 and into, work and use for the purposes of traffic of every description, the portion of railway hereinafter mentioned (that is to say):—

So much of the railway of the Croesor Company as lies between the present terminus of that railway at Portmadoc, and the point at which it is intended that the Company's Railway No 1 shall form a junction therewith,

And all roads, platforms, points, signals, water engines, engine sheds, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences connected therewith, and to take and levy tolls, rates and charges, upon and in respect of the said portion of railway so to be run over and used as aforesaid.

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

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 Croesor and Portmadoc Railway Act, 1865, and all other Acts relating to the Croesor Company;



the Festiniog Railway Act, 1869, and all other Acts relating to the Festiniog Railway Company; and the North Wales Narrow Gauge Railways Act, 1872, and all other Acts relating to the North Wales Narrow Gauge Railways Company.

Notice is hereby also given that, on or before the 30th day of November, 1891, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines 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 of Carnarvon, at his office at Carnarvon, and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and 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 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 14th day of November, 1891.

BREESE, JONES and CASSON, Portmadoc,  
Solicitors.

ROBERTS and CHUBB, 6, Queen Anne's-  
gate, Westminster, Parliamentary  
Agents.

In Parliament.—Session 1892.

Western Valleys (Monmouthshire) Water.

(Purchase of Undertaking of Risca and Pontymister Gas Company and Dissolution and winding up of that Company; Power to Supply Gas and Water within limits of the two Companies; Increase of Capital and Borrowing Powers; Provision for Share and Loan Capital of Purchased Undertaking; Amendment of Section 34 of Western Valleys (Monmouthshire) Water Act, 1891; Amend-  
of Acts.)

**N**OTICE is hereby given, that the Western Valleys (Monmouthshire) Water Company (hereinafter referred to as "the Company"), intend to apply to Parliament in the ensuing Session, for leave to bring in a Bill for effecting the following, or some of the following, among other purposes (that is to say):—

To authorise the purchase by and transfer to the Company of the existing undertaking, gas works, gas holders, mains, pipes, apparatus, lands, buildings, contracts and agreements belonging to, or held, or used, or exercisable by the Risca and Pontymister Gas Company (hereinafter called "the Risca Company") for such consideration and upon such terms and conditions, pecuniary or otherwise, as have been or may be agreed upon, or as may be settled by arbitration, or as the Bill or Parliament may prescribe, and the Bill will confer upon the Company and the Risca Company respectively, all necessary powers for effecting such sale, purchase, transfer and vesting of the said undertaking, with all powers, rights, privileges and authorities of the transferors in the Company and enable the transferors to accept and hold shares or stock, or other securities of the

Company, and the Bill will sanction, confirm and give effect to any agreement made, or to be made, for any of the aforesaid purposes, and will or may provide for the winding up and dissolution of the Risca Gas Company, and the distribution of their assets.

To enable the Company to manufacture gas upon such of the lands described in the schedule to the Risca and Pontymister Gas Act, 1867, as have been acquired and are now the property of the Risca Company, and to supply gas for public and private lighting, and for heating and cooking purposes and motive power, and other purposes, within the limits of the Risca Company, and prescribed by their Act of 1867, and which comprise the parishes of Risca, Mynyddyslwyn, Abercarn, and Machen, in the county of Monmouth, and also within the Company's limits, authorised by the Western Valleys (Monmouthshire) Water Act 1891, being so much, and such parts of the parishes of Bedwellty, Myuyddyslwyn, Risca and Machen, in the county of Monmouth, as are included in the district of the Risca Local Board of Health, and so much of the watershed of the Sirhowy River, as is situated between the western boundary of the district of the said Local Board, and the boundary of the district of the Tredegar Local Board of Health.

To authorise the Company to supply water within the said parish of Abercarn, as if that parish had been named as part of the Company's limits for the supply of water in their said Act of 1891.

To empower the Company to demand and recover rates, rents and charges for the supply of gas and water not exceeding, for gas, the price authorised by the Risca and Pontymister Gas Act, 1867, and for water the sums named in the Western Valleys (Monmouthshire) Water Act, 1891.

To enable the Company to acquire, hold and use patent rights, or licenses, or authorities under letters patent, and inventions relating to the manufacture, conversion, utilization, or distribution of gas, or other means of artificial lighting, and of residual products, and to manufacture, sell or supply any cooking or heating apparatus, gas engines, machinery, fittings, appliances and other things relating to the business of a gas company.

To enable the Company to deal in, sell and dispose of gas, and also coal, lime, coke, tar, chemicals and other residual and manufactured products, matters and things, and to carry on the business usually carried on by gas companies, and to manufacture, purchase or hire and supply gas meters, fittings, and other apparatus; and the Bill will empower the Company to demand and recover rents and charges for the sale and hire of stoves, gas meters and fittings, and other apparatus supplied to or let by them.

To alter, regulate, fix and determine the amount of share and loan capital of the Company and of the Risca Company, and the number and nominal value of the shares therein respectively, and the rights, privileges, preferences and priorities of the shareholders of the two Companies; and the Bill will empower the Company, for the purposes thereof, and for the general purposes of their undertaking, to raise additional capital by the creation and issue of new shares or stock, or by borrowing, or by the creation and issue of debenture stock, or by either of those modes, and will provide for the appointment of directors or committees of directors for the management of the gas and water undertakings, and will make all necessary provisions for regulating the management and proceedings of the Company, and of the directors thereof, and of the

holders of stock and shares therein, and, if necessary, will provide for the keeping of separate accounts for the gas and water undertakings.

The Bill will provide for the modification or amendment of Section 39 of the Western Valleys (Monmouthshire) Water Act, 1891, as to pressure within any part of the Company's district, and make other provision in lieu thereof.

The Bill will vary or extinguish all rights or privileges which may be inconsistent with its objects, and confer other rights and privileges, and will incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and the Gasworks Clauses Acts, 1847 and 1871, and so far as may be necessary for the purposes thereof, will repeal, alter or vary, all or some of the provisions of the Risca and Pontymister Gas Act, 1867, the Risca and Pontymister Gas Order, 1876, and the Western Valleys (Monmouthshire) Water Act, 1891.

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 18th day of November, 1891.

FRANK JAMES and SOVERS, 24, Duke-street, Cardiff, Solicitors.

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

In Parliament.—Session 1892.

London Water.

(Powers with respect to Water Supply of London and Neighbourhood; Powers to Corporation of City of London and London County Council; Appointment and Powers of Committee; Promotion of Bills in Parliament, Inquiries, Negotiations and Inspections.)

NOTICE is hereby given that application will be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Citizens of the City of London (hereinafter called "the Corporation") and the London County Council (hereinafter called "the Council") for an Act for the following purposes, or some of them (that is to say):—

To authorise and provide for the appointment of a Water Committee, to consist of members appointed by the Corporation and the Council.

To confer on the Council power to promote Bills in Parliament for any of the following objects:—

- (1.) To acquire, construct, and maintain waterworks, aqueducts, wells, reservoirs, and other works, and do any necessary acts in connection therewith to afford a new or supplemental water supply.
- (2.) To acquire or take on lease any existing or future waterworks, or the undertaking of any water company, or any part thereof, or any interest therein, or any water or right to take or convey water;
- (3.) To provide for the dissolution and winding up of any water company whose undertaking shall be acquired by the Council, and for the adjustment of any interests in any such undertaking which shall have been partially so acquired, and generally for all purposes connected with such acquisition, including superannuation allowances or gratuities to officers and servants of such companies;
- (4.) To sell, lease, or dispose of any such undertaking, or portion thereof, or works, rights, or interests at any time vested in the London County Council;

(5.) To make provisions for the raising of such moneys as may be required for the purpose of carrying into effect the provisions of the intended Act, or any Act of Parliament promoted or obtained by the Council in pursuance of the intended Act.

(6.) To supply the inhabitants, or any county or local authority, or corporation, within such area, and on such terms as Parliament shall from time to time authorise or direct, with water by meter or otherwise, for all public and private purposes.

(7.) To carry on, consolidate, enlarge and improve such undertakings as the Council may, by authority of Parliament, acquire or construct, or to regulate and control the Water Companies and their undertakings.

(8.) To obtain such further powers as they may deem expedient for giving effect to the objects of the intended Act, or any such Bill.

To confer on the Water Committee powers:—

(a) To make and enforce regulations for prescribing the strength, character, weight, and materials of fittings and appliances to be used for preventing the waste, misuse, and undue consumption of water, and otherwise in relation thereto;

(b) To make any public or private inquiry into the existing supply of water within the Metropolitan Water Area, and the charges made for the same, and into the possible future sources of such supply, and to enter into negotiations with any public authority, or water company, or persons for the acquisition or taking on lease of any of their powers or undertakings, or any part thereof, and (subject to ratification by the Council) to enter into and carry into effect contracts in respect thereto.

To confer on the Council power to delegate to such Committee certain administrative powers for carrying on the supply of water, which may be conferred on the Council by the intended Act.

To confer on the Council and the proposed Committee powers as to the entry upon lands and works of any water company, and the inspection of the same, and the plant therein, and to require the production of books, documents, and accounts by any water company.

To authorise the Water Committee to provide and maintain offices, and appoint and pay officers and servants.

To provide for the payment of costs, charges, and expenses, as payments for general county purposes, out of the county rate.

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

Dated this 19th day of November, 1891.

G. PRIOR GOLDNER, The Remembrancer, Guildhall, E.C.

H. DE LA HOOKE, Clerk of the London County Council, Spring-gardens, Charing-cross, S.W.

DRSON & Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents, for the London County Council.

SHERWOOD & Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents, for the Corporation.

In Parliament.—Session 1892.

Birmingham Bishopric.

(Creating new Bishopric of Birmingham; Union of Benefices and Parishes of St. Martin and St. Philip, Birmingham; Endowment Fund for new Bishopric, and transfer thereto of

the Endowments of St. Philip's, and Contribution from Revenues of See of Worcester; Appropriation of portion of Endowment of St. Martin to said Endowment Fund and to Endowment of Ecclesiastical Districts or Parishes in Birmingham; Cathedral Church; St. Philip's Rectory House to be Episcopal Residence; Powers to Her Majesty in Council and to all bodies and persons for objects of Bill; Amendment and repeal of Acts.)

**A** PPLICATION is intended to be made to Parliament in the ensuing session thereof for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

1. To found, create, and constitute a new Bishopric of Birmingham, and to make provision for the endowing of the same, and for the appointment of the Bishop thereof and of his successors (all of whom are included hereinafter in the expression "the Bishop"), and to define the limits of his diocese, and to alter the limits of the dioceses of Worcester and Lichfield accordingly.

2. To unite the benefice of St. Philip in the city of Birmingham to the benefice of St. Martin in the said city, and to unite the two parishes of St. Philip and St. Martin for all purposes ecclesiastical and civil, and to provide for the exercise of the patronage of the united benefice and for the future discharge of the duties of the officers of the said parish of St. Philip.

3. To constitute the church of St. Martin the parish church of the united parishes, and the church of St. Philip the pro cathedral.

4. To constitute an endowment fund for the new Bishopric, and provide for the receipt and investment thereof, and the application of the annual income thereof, and to sanction gifts and bequests of real and personal property to the said fund.

5. To transfer to or for the benefit of the bishop of the said new See the endowments of the benefice of St. Philip.

6. To provide for a contribution (fixed or conditional, perpetual, or limited in time) to the endowment fund from and out of the revenues of the See of Worcester.

7. To appropriate the endowment or revenue of the benefice of St. Martin either to a certain extent, or over and above such sum as may be fixed in the Bill or prescribed by Parliament, for or towards the endowment, re-endowment, or augmentation of the endowment of districts or parishes formed or to be formed within the said parishes of St. Martin and St. Philip respectively, and the endowment of the said Bishopric.

8. To constitute the church of the parish of St. Philip the cathedral church of the said new See, either permanently or temporarily, and to provide for its maintenance.

9. To transfer and convey the present rectory house of the parish of St. Philip to the Ecclesiastical Commissioners for England, or to the bishop as and for the episcopal residence of the bishop.

10. The Bill will or may make provision for the carrying into effect the objects aforesaid, or any of them otherwise than by the Bill itself, and at such time or times as may be deemed expedient.

11. To make provision with respect to the courts, officers of archdeaonries, and other incidental arrangements for constituting the new Bishopric.

12. The Bill will confer on Her Majesty in Council, the Lord Bishop of Worcester, the Ecclesiastical Commissioners for England, the

Governors of Queen Anne's Bounty, the Charity Commissioners, the Trustees of St. Martin's Church, and the patrons, incumbents, and churchwardens of the respective benefices and parishes and churches, and on all other necessary persons, all such powers as may be necessary or expedient to carry into effect the objects of the said Bill, and to enter into and fulfil agreements and contracts in that behalf, and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

13. The Bill will or may incorporate with itself in extenso, or by reference or otherwise make applicable thereto or for the purposes thereof, the provisions or some of the provisions of the Bishoprics Act, 1878, with such alterations and modifications as may be deemed necessary or expedient, and will repeal, alter, and amend so far as may be deemed expedient the provisions of the Act 7 Anne, Chapter 13, and any other Act relating directly or indirectly to either of the said parishes.

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, 1891.

J. B. CLARKE & Co.; } Birmingham,  
MATEWS, SMITH, AND }  
JAMES, } Solicitors.

DYSON AND Co., 24, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

London, Chatham, and Dover Railway.

(Abandonment of Portion of Railway authorised by London, Chatham, and Dover Railway Act, 1876, not constructed, and Release of Deposit; Extension of Time for Completion of Widening of the Company's Railway authorised by the London, Chatham, and Dover Railway Act, 1879; Power to Close Footpath and Footbridge for Public Use in Parish of Gillingham; Additional Lands; Confirmation of Agreement with Corporation of Ramsgate; Power to Contribute to or Guarantee Capital authorised by Dover Harbour Act, 1891, and to make Agreements with Dover Harbour Board with reference to Construction, Allocation, Use, and Maintenance of Works by that Act authorised; Additional Works; Widening of Staircase leading to Central Platform in Company's Walworth-road Station; Increase of Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Chatham, and Dover Railway Company (in this notice called "the Company") for an Act (hereinafter called "the intended Act") for all or some of the following purposes:—

1. To abandon the construction of the railway in the parishes of Sittingbourne and Milton or one of them, all in the county of Kent, authorised by the London, Chatham, and Dover Railway Act, 1876, or so much of that railway as has not been constructed, and to release the money deposited with the Court of Chancery in England with reference to such railway, or to re-transfer the stock in which such money was subsequently invested, and the stock in which it now stands, together with the accumulated interest or dividends thereof.

2. To extend the time limited by the London, Chatham, and Dover Railway Act, 1888, for the completion of the widenings of the Company's railway authorised by the London, Chatham, and

Dover Railway Act, 1879, and described in section 4 of that Act.

3. To empower the Company for the purposes of the general Undertaking to purchase by compulsion or agreement, or to confirm any contract or agreement entered into, or to be entered into, by the Company for the purchase or acquisition of the following lands or properties, namely:—

Certain lands, factory and wharf in the parish of Christchurch, in the county of London, known as Rennie's Wharf, Holland-street, Southwark.

Certain lands in the parish of Beckenham in the county of Kent.

Certain lands in the parish of Gillingham in the county of Kent.

All of which lands are delineated on the plans to be deposited as hereinafter mentioned.

4. To empower the Company to widen to the extent of 20 feet or thereabouts, on each side the bridge carrying the Company's railway over the road formerly called Cemetery-road, and now Gibbon-road, in the parish of St. Giles, Camberwell, in the county of London.

5. To empower the Company to widen the staircase leading to and from the central platform at the Walworth Road Station of the Company's railway, in the parish of St. Mary, Newington, in the county of London, and to purchase, by compulsion or agreement, such lands and property as may be necessary for that purpose.

6. To empower the Company to stop up and discontinue for public use the footpath leading to, and footbridge across, the station of the Company's railway at New Brompton, in the parish of Gillingham, in the county of Kent, so far as the same are situate on the property of the Company, and to limit the use of the said footpath and footbridge to the purposes of the Company, and to extinguish all public rights of passage or way over the same.

7. To enable the Company, either alone or jointly with the South Eastern Railway Company, or with any other Company or person, to contribute or subscribe to, or to guarantee interest upon, the capital authorised to be raised by the Dover Harbour Board, by virtue of the Dover Harbour Act, 1891, or some part thereof, to such extent and in such manner as may be authorised by the intended Act, and to confirm any agreement or agreements made or to be made, either with the Company alone or with the Company and any other Company or person with reference to the construction, allocation, use, and maintenance of all or some of the works authorised by the Dover Harbour Act, 1891.

8. To confirm an agreement made and entered into between the Company and the Mayor, Aldermen and Burgesses of the borough of Ramsgate, dated the 29th day of May, 1891.

9. To authorise the Company to apply to the purposes of the intended Act, or some of them, any capital funds now belonging to or authorised to be raised by them, and, if necessary for such purposes, to raise additional capital by the creation and issue of shares or stock, and by borrowing, and by the creation and issue of debenture stock, or by any of those means, and to attach thereto such rights, privileges, and priorities as may be authorised by the intended Act.

10. To make all necessary provisions for the purposes aforesaid, or any of them, and to confer, vary, or extinguish all rights and privileges

which it may be requisite to confer, vary, or extinguish for the purposes of the intended Act, or any of them, and to confer other rights and privileges.

11. 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): 16 and 17 Vic., cap. 132; 22 and 23 Vic., cap. 54; 23 and 24 Vic., cap. 177; 28 and 29 Vic., cap. 263; 30 and 31 Vic., cap. 209; 32 and 33 Vic., cap. 116; 34 and 35 Vic., cap. 131; 36 and 37 Vic., cap. 14; 37 and 38 Vic., caps. 52 and 114; 38 and 39 Vic., cap. 139; and any other Acts relating to the Company, and the Dover Harbour Act, 1891.

12. And notice is hereby further given, that plans and sections of the works proposed to be authorised by the intended Act, and plans of the lands, houses and other property proposed to be taken, with books of reference to those plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses, and other property; and a copy of this notice as published in the London Gazette will be deposited, on or before the 30th day of November instant, for public inspection, as follows (that is to say):—

With the Clerk of the Peace for the county of Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell; and a copy of so much of the said plans, sections, and book of reference as relates to the parish of Christchurch, with the clerk to the District Board of Works of that parish, at his office at No. 3, Emerson-street, Bankside; as relates to the parish of Saint Giles, Camberwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Camberwell; as relates to the parish of Saint Mary, Newington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Walworth-road, S.E.; and as relates to other parishes, with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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, 1891.

JOHN LEWIS MORGAN, Victoria Station,  
Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

Board of Trade.—Session 1892.

Deal Harbour (Provisional Order).

(Authorising Construction of Harbour and Works at Deal; Levying of Tolls, &c.; Borrowing of Money; Powers for South Eastern Railway Company and Town Council of Deal to subscribe to Undertaking; Lease or Sale of Undertaking; General Powers of Regulation, Control, and Management.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1891, by or on behalf of a Company incorporated or to be incorporated under the Companies Act, 1862, and the Acts amending the same, and called or intended to be called the Deal Harbour Company, Limited (referred to as "the Undertakers"), for a Provisional Order pursuant to the General Pier and Harbour Act, 1861, and the

General Pier and Harbour Act, 1861, Amendment Act, and any other Acts enabling the Board in that behalf for the following purposes:—

To authorise the Undertakers to construct and maintain a tidal harbour at Deal, in the parish of Deal, in the county of Kent, and in the sea in front thereof, with all proper landing places, landing stages, tramways, lighthouses, toll-gates, toll-houses, sheds, cranes, hydraulic lifts, buoys, moorings, sewers, drains, approaches, works, and conveniences expedient and requisite thereto, according to the plans, sections, and book of reference to be deposited.

That is to say: a harbour commencing at a point of 28 feet south from the ruins of Sandown Castle on the seashore, to a point 1428 feet south of the said ruins, and extending seawards 1500 feet from high water line in an easterly direction or thereabouts.

To authorise the deviation laterally from the lines of the proposed harbour and works to the extent shown on the aforesaid plans, or as may be prescribed by the intended Order, and also to deviate vertically from the levels shown on the sections to be deposited.

To enable the Undertakers to acquire and hold lands for the purposes of the intended Order.

To authorise the levying of tolls, rates and duties, and other charges, for and in respect of the use of the intended harbour and works, in accordance with the schedule, and 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 authorise the Undertakers to set apart for any purposes and to demand and recover tolls, rates, and charges for the use of any part or parts of the piers or lands, or of any buildings or erections or conveniences thereon, and to let or lease the same, or any part thereof, upon such terms and conditions as they think fit.

To enable the Undertakers from time to time to make and enforce bye-laws for regulating the use of and for protecting the harbour, buildings, and works, and for protecting the property thereon, and for ensuring the safety and comfort of persons frequenting the same, and to define the limits within which the powers of the harbour master and Undertakers may be exercised, and to define the district or area in which the Harbour shall be deemed to be situate for police and magisterial purposes.

To authorise the Undertakers to borrow any money which may be required for the purposes of this Order upon the security of the intended harbour and works, and the rates, tolls, and duties leviable thereat, and upon such other security as shall be defined in the Order.

To enable the Mayor, Aldermen, and Burgesses of the borough of Deal, acting by the Town Council of the said Borough, to subscribe, if they think fit, towards the undertaking, and to enable the said Town Council, if they think it expedient, to charge any fund or rate under their control, under the circumstances and subject to the conditions to be specified in the Order for the purpose of aiding the Undertakers in raising the necessary loan for the purposes of the proposed harbour and works, in accordance with the provisions of the Public Works Loans Act, 1882.

The Order will vary and extinguish all rights and privileges which would interfere with its objects, and will incorporate with itself such provisions as may be deemed necessary of the Harbours, Docks and Pier Clauses Act, 1847, and will alter, amend, or repeal the provisions, or

some of the provisions of the several Local Acts of Parliament following (that is to say): the Deal Pavement Act, 52 George III., cap. 73, Provisional Order dated 14th June, 1875, and all other Acts and Provisional Orders relating to the aforesaid rating authority so far as may be requisite or desirable for any of the purposes of this Order.

To raise by means of shares and by borrowing on mortgage or bond any moneys which may be required for the purposes of the said Provisional Order.

To authorise the Undertakers to sell or lease their undertaking, or any part thereof, for such considerations, at such rents, and upon such terms and conditions as may be thereby provided.

To authorise the Undertakers to purchase, take on lease, or hire and maintain steam-tugs for towing ships to, into, and out of the Harbour Works, and for towing homeward and outward bound vessels from and out to sea, and to exercise all such powers as are usual in the case of Harbour Authorities.

Copies of this advertisement, as published in the London Gazette, together with plans and sections of the intended harbour and works, accompanied by an Ordnance Sheet or Map with the exact position of the proposed works laid down thereon, will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and at the offices hereunder mentioned, on or before the 30th of November, 1891, where they may be inspected on and after that date, viz.: At the office of the Clerk of the Peace, for the county of Kent, at Maidstone, in the said county; and at the Custom-house at Deal, in the said county.

And notice is hereby given that on and after the 23rd day of December, 1891, printed copies of the Draft Provisional Order as deposited, and also printed copies of the Order, when made by the Board of Trade, may be obtained on application at the office of R. Wilks, Junr., Solicitor, Deal, and at the office of Messrs. Warren, Gardner & Murton, Parliamentary Agents, 45, Bloomsbury-square, London, W.C., and at the price of one shilling each.

And notice is hereby further given that any objections to the Provisional Order, which it is intended to urge upon the Board of Trade, must be sent in to that office before the 15th day of January next ensuing, and a copy of such objections must also be sent at the same time to the promoters or their agents, and, in forwarding the objections to the Board of Trade, the objectors, or their agents, must state that this has been done.

Dated this 14th day of November, 1891.

R. WILKS, JUNR., Deal, Solicitor—Solicitor for Henry Stephen Chapman and others.  
WARREN, GARDNER & MURTON, 45, Bloomsbury-square, London, Parliamentary Agents.

Board of Trade.—Session 1892.

Bradford and District Tramways.

(Abandonment of Tramways authorised by the Bradford and District Tramways (Extension) Order, 1890; Release of Deposit; Amendment or Repeal of Order and Act.)

NOTICE is hereby given, that the Bradford and District Tramway Company, Limited (hereinafter called the Company), intend to apply to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, under the Tramways Act, 1870, for all or some of the following purposes:—

1. To authorise the abandonment of the tramways and works authorised by the Bradford and District Tramways (Extension) Order, 1890, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1890 (and hereinafter referred to as "the Order of 1890"), and to authorise the repayment or retransfer of the stock or money deposited with or transferred to the Chancery Division of the High Court of Justice in England, in respect of the Order of 1890, together with any dividends or interest thereon.

2. To release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion of the said tramways and works, and to relieve the Company from, and declare null and void, all contracts, agreements, and arrangements with reference to such tramways and works.

3. To amend, alter, or repeal all or some of the provisions of the Order of 1890, and of the Act confirming the same.

4. On or before the 30th day of November instant, a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said county; with the Town Clerk of the borough of Bradford, at his office at Bradford; with the clerk of the Local Board of Shipley, at his office at Shipley; with the clerk of the Bingley Local Board, at his office at Bingley; with the clerk of the Bingley Improvement Commissioners, at his office at Bingley; and with the parish clerk of each of the parishes in or through which the said tramways and works were authorised to be made, at his residence, and on or before the same day a copy of the said notice will be deposited at the office of the Board of Trade, Whitehall-gardens, London.

5. 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 Order, when made, will be obtainable at the price of one shilling each at the offices of the undersigned.

6. 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, 1892, and copies of their objections must at the same time be sent to the Promoters at the office of 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 20th day of November, 1891.

ASHURST, MORRIS, CRISP, and Co., 17,  
Throgmorton-avenue, London, E.C.;  
Solicitors for the Order.

In Parliament.—Session 1892.

Thames Watermen and Lightermen.

(To amend the Constitution of the Watermen's Company; Qualification, Retirement, Election and Rotation of the Master, Wardens and Assistants; Qualification of Electors and Mode of Voting; Examinations, Certificates and Licences; Rules, Regulations and Bye-laws; Tolls and Dues; Amendment of Acts; Costs of Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1892 for leave to bring in a

Bill to effect the objects and purposes following, or some of them (that is to say):—

1. To amend the constitution of the Company called the Master, Wardens, Assistants and Commonalty of Watermen, Wherry-men and Lightermen of the River Thames (hereinafter referred to as the "Watermen's Company"), and to provide for the qualification, retirement, election and rotation of the Master, Wardens and Assistants of the Watermen's Company. (hereinafter referred to as "the Court"), and for the filling up of vacancies, and also to provide, if deemed expedient, for the remuneration of members of the Court, and for the payment of their expenses, and, if deemed expedient, to limit or reduce the number of members of the Court.

2. To define or prescribe the qualification of the electors, and the right of persons to vote, and the mode of voting at the election of any member or members of the Court and at general meetings of the Watermen's Company, and generally to provide for the administration of the affairs of the Watermen's Company, and the audit and publication of their accounts.

3. To make provision for the administration of its affairs by the Court, and rules, bye-laws or regulations for the guidance of members and the conduct of the business of the Court, and particularly with reference to the examination of and granting licences to persons desirous of working as watermen and lightermen on the River Thames, and, if deemed expedient, provision will be made for the appointment and payment of competent persons to examine and grant certificates and licences to persons possessing the necessary qualifications who may be desirous of working as watermen and lightermen on the River Thames, and to make rules and bye-laws for the conduct of such examinations and the granting of certificates and licences.

4. To provide for certain members of the Court being from time to time appointed or elected members of the Thames Conservancy Board.

5. To repeal, alter or enlarge all or any of the powers and provisions of the following Acts relating to the Watermen's Company, viz.:—8 and 9 Vic., cap. 78, and the Watermen's and Lightermen's Amendment Act, 1859, and any other Acts, charters, grants, bye-laws, rules and regulations relating to the Watermen's Company, and to repeal or alter any tolls, rates or duties leviable by the said company, and to confer, vary or extinguish exemptions from payment of all or any of such tolls, rates or duties, and to provide for the cost of the Bill being paid out of the funds of the Watermen's Company.

And notice is hereby further given, that 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 18th day of November, 1891.

WATERS and BRYAN, 17, East Arbour-street, London, E., Solicitors to the Amalgamated Society of Watermen and Lightermen of the River Thames.

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

In Parliament.—Session 1892.

Hull and North-Western Junction Railway.

(Abandonment.)

(Abandonment of Undertaking of Hull and North-Western Junction Railway Company; Payment out of Court of Stock remaining as Security, &c.; Winding up and Dissolution of Company; Repeal, &c., of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Hull and North-Western Junction Railway Company (in this Notice called "the Company"), for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say):—

1. To authorise the Company to abandon and relinquish the construction of:

(A.) The following railway and portions of railways authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (in this Notice called the "Act of 1882"), the powers for the construction of and other powers in connection with which were, by the Hull and North-Western Junction Railway Act, 1887 (in this Notice called "the Act of 1887"), transferred to and vested in the Company, or some part or parts thereof respectively (that is to say):

1. So much of the Railway No. 1, authorised by the Act of 1882, as will lie to the eastward of the junction therewith of the deviation railway authorised by the Hull and North Western Junction Railway Act, 1890 (in this Notice called "the deviation railway").
2. The whole of Railway No. 1A authorised by the Act of 1882; and
3. So much of the Railway No. 1C, authorised by the Act of 1882, as will lie to the north-westward of the commencement of the deviation railway; and

(B.) The deviation railway, 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.

2. To provide for the payment out of Court, and re-transfer of such portion of the Bank securities referred to in Section 33 of the Act of 1887 as "the Suspended Fund," as is not by Section 21 of the Act of 1890 authorised to be paid or transferred to the depositors therein mentioned, or any Bank annuities or other securities for which the same may have been, or may be exchanged, or into which the same may have been or may be converted, and which now remain deposited in the Chancery Division of the High Court of Justice in England, as security for the completion of the said railways and portions of railways, with the interest and dividends thereon, to the depositors referred to in Section 48 of the Act of 1882, and Sections 33 and 34 of the Act of 1887, or to some or one of them, or to the Company, or to such other person or persons, corporation or company as the Bill may nominate in that behalf.

3. To provide for the winding up of the affairs and the dissolution of the Company, and the discharge of their debts and liabilities.

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

5. To amend, alter, or repeal all or some of

the provisions of the Acts of 1887 and 1890, and, so far as necessary, of the Act of 1882, and all or any other Act or Acts relating to or affecting the Company or their Undertaking.

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

Dated this 16th day of November, 1891.

COPE and Co., 3, Great George-street,  
Westminster, Solicitors for the Bill;  
REES and FRERE, 13, Great George-street,  
Westminster, Parliamentary  
Agents.

Board of Trade.—Session 1892.

Hove Pier.

(Application for Provisional Order for Powers to erect a Pier and Approaches at Hove, and to levy Tolls, and for other purposes.)

**N**OTICE is hereby given that an application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 (Amendment Act), and to confer the following powers or some of them, (that is to say):—

To construct and maintain a Promenade Pier Jetty and Landing Place with the proper works and approaches, and with toll houses, toll gates, buildings, baths (floating and otherwise), and other conveniences connected therewith, for the embarking and landing of passengers, and for other purposes, in the parish of Hove, in the county of Sussex, and on the foreshore and bed of the sea adjoining that parish, in a direct line with the street or road called First-avenue, commencing from a point 180 feet or thereabouts from the south side of the Shoreham-road, opposite the end of the First-avenue, and extending 1,000 feet or thereabouts in a southerly direction.

To purchase, take, lease, or otherwise acquire lands or hereditaments necessary for the construction of the said Pier, Approaches, and Works.

To levy tolls, rates, and duties upon or in respect of the use of such Pier, Baths, and Works, to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties and to confer, vary, or extinguish other rights and duties.

To incorporate in the Order some of the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 (Amendment Act), and of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

And notice is hereby further given that, on and before the 30th day of November instant, plans and sections of the proposed Pier, Approaches, Baths, and Works, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said County; at the Custom House at Newhaven, in the said County; at the offices of the Admiralty, Whitehall, London; at the offices of the Board of Trade, Whitehall, London; and at the office of the Clerk of the Parliament. Each such deposit will be accompanied by a copy of this Notice, as published in the "London Gazette."

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and 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 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 intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Board of Trade, on or before the 15th day of January next. Copies of their objections must at the same time be sent to the Promoters, or their Agents, 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 20th day of November, 1891.

FREDERIC MARSHALL, 3 and 4, Lincoln's Inn Fields, London, Solicitor and Parliamentary Agent for the Order.

Board of Trade.—Session 1892.

Bournemouth Pier.  
(Provisional Order.)

(Alteration and Extension of Existing Pier; Additional Works and Buildings on or in connection with Existing Pier, and the Extension thereof; Powers to Lease Undertaking; Levying, Repeal, and Alteration of Tolls, &c.; Bye-laws and Management Restricting Use of Pier; Application of Funds, and Further Money Powers; 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, by the Mayor, Aldermen, and Burgesses of the Borough of Bournemouth (hereinafter referred to as "the Corporation") 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, or some of them, that is to say:—

To authorise the Corporation to alter and widen their existing pier at Bournemouth, or any part or parts thereof, and to make and maintain in the parishes of Christchurch and Holdenhurst, and county of Southampton, and the bed and shore of the sea adjacent thereto, an extension seaward of the said existing pier, commencing at the termination of that pier, thence extending for a distance of 100 yards or thereabouts, and there terminating, and to constitute the said widening and extension for all purposes part of the existing pier.

To empower the Corporation to erect, alter, and maintain on the said pier as existing, or as altered, and on any extension thereof, or addition thereto, as well as upon any lands acquired by them, pavilions, concert rooms, refreshment rooms, and other rooms, lavatories, buildings, and conveniences, toll-houses, gates, sewers, drains, and other works requisite, or expedient, in connection therewith.

To construct, or place, and maintain landing-stages, steps, moorings, buoys, and other conveniences on, and in connection with, the said pier, and intended extension.

To authorise the Corporation, from time to time, to dredge, scour, and deepen the bed and shore of the sea at, and near, any part of the existing pier, and the intended extension thereof, and to appropriate any rock, sand, mud, and other material so dug, or excavated, and generally to use the same for the construction and maintenance of the proposed works.

To authorise the Corporation to deviate from the lines and levels of the intended extension of

the existing pier and of the intended works, as shown upon the plans and sections hereinafter mentioned.

To authorise the Corporation to levy tolls, rates, duties, and charges upon, or in respect of, the pier, works, buildings, rooms, and conveniences; to vary, alter, or repeal existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties and charges.

To authorise the Corporation to make, alter, vary, and rescind bye-laws, rules, and regulations for the management, working, use, regulation, and protection of their pier, works, buildings, rooms and conveniences, and the regulation and control of vessels, persons, animals, goods, and vehicles using, frequenting, or resorting to the same, and the conduct of officers and servants of the Corporation, to restrict the use of the Pier to the purposes of a promenade and for pleasure traffic, and to restrict or prohibit the embarking or disembarking of goods and merchandise other than passengers' luggage thereat, 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, meters, weighers, and other officers and servants; and the Order will define the limits within which the powers of such pier-masters, meters, weighers, officers, and servants may be exercised.

To enable the Corporation to acquire and hold lands for the purposes of the Order.

To authorise the Corporation from time to time to lease, either in perpetuity or for a limited period, the existing pier, and the intended extension thereof, and any of their existing or intended tolls, rates, duties, charges, property, works, buildings, rooms, and conveniences (all hereinafter referred to as "the undertaking") or any, or either of them, or any part or parts thereof to such company, body, person, or persons, upon such terms and conditions, pecuniary or otherwise, and under and subject to such restrictions and regulations as they think fit, and to vest in such lessee or lessees during the continuance of any lease, all or any of the powers, rights, privileges, and authorities of the Corporation whether with reference to the carrying on of the undertaking, the levying, recovery, and enforcing of rents, tolls, rates, duties, charges, damages, and penalties, or otherwise, and to sanction, confirm, and give effect to any such lease or agreement for the same already granted, or made, or which may be granted, or made, prior to the passing of the Act confirming the Order.

To authorise the Corporation for all or any of the purposes aforesaid, to apply their funds, rates, and revenues, to levy rates, rents, duties, and charges, to vary existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from the payment thereof, to provide for the application of any surplus income from the pier, and to raise money by the creation and issue of Corporation stock, or otherwise, on the security of their funds, rates, and revenues, and to charge all or any lands and property of the Corporation, and also the District Fund and General District Rate and Borough Fund, and Borough Rate of the Corporation, and the revenues thereof, or any, or either of them, and all other, the estates, rates, revenues, and property of the Corporation, or any of them, or any part, or parts thereof, respectively with, and as security for all, or any part of, such Corporation stock, charges, annuities, or annual sums of money, or money to be borrowed on mortgage, or debentures, or debenture stock.

To alter, vary, and repeal any rights and privileges which would be inconsistent with the



objects of the Order, and to confer other rights and privileges, and so far as may be necessary for the purposes of the Order, to incorporate all or some of the provisions of the Harbours, Docks and Piers Clauses Act, 1847, the Harbours and Passing Tolls, &c., Act, 1861, the Lands Clauses Acts, the Bournemouth Improvement Act, 1856, and any other Act or Order relating to the Corporation and Borough of Bournemouth.

And notice is also hereby given, that on or before the 30th day of November instant, duplicate plans and sections of the proposed works, with a copy of this Notice, will be deposited with the Clerk of the Peace for the county of Hants, at his office at Winchester, and at the Custom Houses, at Weymouth and Poole, at the office of the Board of Trade, Whitehall-gardens, London, in the Private Bill Office, House of Commons, and in the Office of the Clerk of the Parliaments, House of Lords.

On or before the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same at the offices of the undersigned.

Dated this 17th day of November, 1891.

J. Druitt, Jun., Town Clerk, Bournemouth, Solicitor for the Order;  
MARTIN and LESLIE, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Westminster (Parliament Street, &c.)  
Improvements.

(Revival of Powers and Extension of Time for Compulsory Purchase of Lands authorised by Westminster (Parliament-street, &c.) Improvements Act, 1887; Extension of Time for Completion of Works authorised by that Act; Repeal of Section 4 of that Act and Section 2 of Westminster (Parliament-street, &c.) Improvements Act, 1890; Provision as to Conditions under which Undertakers may exercise Powers for Compulsory Purchase of Lands and Execution of Works; Agreements with London County Council; Westminster District Board of Works, and Commissioners of Woods and Forests; Application of Moneys, Rates, and Revenues, New Rates, &c.; 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 purposes, or some of the purposes, following (that is to say):—

1. To revive the powers and extend the time conferred and limited by the Westminster (Parliament-street, &c.) Improvements Act, 1887 (hereinafter called "the Act of 1887"), as amended by the Westminster (Parliament-street, &c.) Improvements Act, 1890 (hereinafter called "the Act of 1890"), for the compulsory purchase of lands for the purposes of the Act of 1887, that is to say, all or any lands or property in the parish of Saint Margaret, Westminster, in the city of Westminster and county of London, lying—

(A) Between Charles-street on the north, Great George-street on the south, Parliament-street on the east, and Delahay-street on the west.

(B) Abutting on the western side of Delahay-street, from Great George-street to the house and premises numbered 9, in Delahay-street; and

(C) Between Great George-street and the Broad Sanctuary.

2. To extend the time limited by the Act of 1887, as amended by the Act of 1890, for the completion of the works authorised by the Act of 1887.

3. To repeal Section 4 of the Act of 1887 and Section 2 of the Act of 1890, and if thought expedient to prescribe the terms and conditions upon which the Undertakers for the time being under the Act of 1887 (hereinafter referred to as "the Undertakers") may exercise the powers conferred by that Act, as amended by the Act of 1890, and as proposed to be amended by the intended Act, for the compulsory purchase of lands and the execution of works.

4. To alter, amend, or repeal any other provisions of the Act of 1887, or any provisions of the Act of 1890.

5. To authorise and empower the Undertakers, on the one hand, and the London County Council, the District Board of Works for the Westminster District, and the Commissioners of Her Majesty's Woods, Forests, and Land Revenues on behalf of Her Majesty the Queen, or any one or more of them, on the other hand, from time to time to enter into and carry into effect, vary, or rescind agreements and arrangements with reference to the sale and purchase of lands and buildings to or by the Undertakers, the exchange of lands, the payment or charging, or securing of purchase money for lands and buildings, the dedication of lands to public or other purposes, the erection and construction of buildings, the execution of works, the contribution of moneys or lands, or any other matters or things incident to or connected with the carrying out of the Undertaking, or operations of the Undertakers, and the application of moneys for any of the above purposes, and to confirm, sanction, and give effect to any agreement or agreements which have been, or may be, made for any of the purposes aforesaid.

6. To empower the said County Council and Board of Works respectively, for any of the above purposes, or for any purposes of the Bill, to apply and charge their respective rates and revenues, and to assess, levy, collect, and apply new rates.

7. To vary and extinguish all or any rights or privileges which are inconsistent with or would in any way interfere with the provisions, or objects of the Bill, and to confer other rights and privileges.

And notice is hereby also given, that plans of the lands, the powers for the compulsory purchase of which are sought to be revived by the Bill, together with a Book of Reference to such plans, 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 London, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk to the united Vestry of the parishes of St. Margaret and St. John the Evangelist, Westminster, at his offices at the Town Hall, Caxton-street, Westminster. Each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

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

Dated this 16th day of November, 1891.

COPE and Co., 3, Great George-street,  
Westminster, Solicitors for the Bill;  
REES and FREE, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Rivers Mersey and Irwell.  
(Prevention of Pollution.)

(Conferring on Joint Committee Summary Jurisdiction for the Prevention of Casting Rubbish, &c., into Rivers; Power to impose Penalties; Prevention of Obstructions or Falling of Rubbish into Rivers, &c.; Power to Joint Committee to enter and examine Premises, defining amount of polluting matter permitted to enter Rivers, &c.; Power to Joint Committee to take Proceedings in order to carry out Provisions of Rivers Pollution Prevention Act, 1876; Power to Joint Committee to execute Works in cases of Default; As to Costs of such Works; Vesting in Courts of Summary Jurisdiction Powers now vested by the Rivers Pollution Prevention Act, 1876, in County Courts; Provision as to Appeal; Application of Penalties; Investing in Joint Committee for purposes of Act certain Powers of Local or other Sanitary Authorities; Further Powers to Joint Committee; Saving Rights of Municipal Authorities; Amendment, &c., of Order and Act.)

**N**OTICE is hereby given, that the Joint Committee constituted by the Provisional Order under section 14 of the Local Government Act, 1888, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 10) Act, 1891, for the purpose of enforcing the provisions of the Rivers Pollution Prevention Act, 1876, in relation to certain portions of the Rivers Irwell and Mersey, and hereinafter called "the Joint Committee"), intend to apply to Parliament in the next session for an Act for all or some of the following purposes (that is to say):—

To confer upon the Joint Committee summary jurisdiction for the prevention of any deposit or the casting of rubbish or solid refuse of manufactures, or any other solid matter whatever, in such portions of the Rivers Irwell and Mersey, or any tributary of those rivers respectively, as may be within the jurisdiction of the Joint Committee, and to empower the Joint Committee to recover fines and penalties from all persons depositing, putting, or throwing any such deposit or other matter as aforesaid into the said portions of the said rivers and their tributaries respectively.

To make provision for the prevention of obstructions to or the falling of refuse or rubbish or other solid matter into any drains, sewers, watercourses, streams, or rivers within the jurisdiction of the Joint Committee.

To empower the Joint Committee or any person duly authorised by them to have access, to enter on and examine any land, mill, manufactory, or other work or building within the jurisdiction of the Joint Committee in order to ascertain that the provisions of the intended Act have been duly complied with.

To define and prescribe the amount of polluting matter that may be allowed to enter any watercourse, river, or stream within the jurisdiction of the Joint Committee.

To empower the Joint Committee to take all such proceedings as may be necessary in order to carry more fully into effect the provisions of the Rivers Pollution Prevention Act, 1876.

To empower the Joint Committee in certain cases, where any sanitary authority within their jurisdiction has made continued default in carrying into effect any work for the diversion of sewage from any river or stream, or for the purification of sewage, themselves to undertake the execution of such works, and to charge the

whole or any part of the district of the defaulting authority with the cost of such works, and if necessary to collect and levy a rate for such purpose.

To confer upon courts of summary jurisdiction within the jurisdiction of the Joint Committee the same or similar powers, or some of them as are now vested by the Rivers Pollution Prevention Act, 1876, section 10, in county courts, and to provide for appeal from any decision of such courts to the High Court of Justice.

To provide for the application of penalties under the intended Act.

To invest the Joint Committee with all or any of the powers for prevention of obstruction or pollution of rivers, streams, and watercourses which are now vested by any local Act in any sanitary or other local authority, or in any body of commissioners or conservators, or other body exercising concurrently with the existing authorities, jurisdiction within the limits of the jurisdiction of the Joint Committee.

To confer upon the Joint Committee all such further and other powers as may be necessary for the better carrying into effect of the provisions of the said Provisional Order.

To provide that the costs of the intended Act shall be defrayed out of the common fund of the Joint Committee.

To make provision for saving all rights, powers, and privileges of the municipal authorities within the jurisdiction of the Joint Committee.

To amend, extend, enlarge, vary, apply or repeal some or any of the provisions of the Provisional Order hereinbefore referred to, and of the Rivers Pollution Prevention Act, 1876.

Printed copies of the intended Act will be deposited on or before the 21st December next, in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1891.

FRED C. HULTON, Clerk to the Joint Committee, Preston.

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

Board of Trade.—Session 1892.

Colwyn Bay Pier (Provisional Order).

(Construction of Pier &c. at Llandrillo-yn-Rhos near Colwyn Bay. Tolls Rates and Charges. Sale or Lease of Undertaking &c. 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 named or referred to in the Order (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 the Board of Trade in that behalf for the following purposes or some of them (that is to say):—

To empower the Promoters—

1. To make and maintain the works hereinafter described or some part or parts thereof (that is to say)—

A pier jetty and landing place from the eastern shore opposite Capel St. Trillo commencing at or near to the northern fence of a homestead orchard and farmyard called Rhos Fynach belonging or reputed

to belong to John Lewis Parry Evans and Herbert Bliss Hill and in the occupation of David Roberts and to the south of the Rhos Weir and extending thence seaward in a north-easterly direction for a distance of 500 yards or thereabouts and there terminating.

The said pier and works will be wholly situate in the township and parish of Llan-drillo-yn-Rhos in the county of Denbigh.

2. 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 swimming and other baths wash-houses and other conveniences.

3. To deviate in constructing the said pier and works or any of them laterally or vertically.

4. To purchase take on lease or otherwise acquire lands and hereditaments for the construction of the said pier and works and approaches thereto.

5. To provide 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 empower the promoters to make vary and rescind bye-laws and rules in that behalf.

6. To impose penalties for the breach or non-performance of any such bye-laws and rules and of any provisions of the Order 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.

7. To authorise the promoters 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 upon passengers animals luggage goods articles matters and things embarked or disembarked at or from the said pier and landing place and from time to time to vary such tolls rates or duties to confer vary or extinguish exemptions from the payment of such tolls rates and duties and to confer vary or extinguish other rights and privileges.

8. To empower the Promoters to demise and lease the pier and works and the said tolls rates and duties or any of them to any company body or person for any term or terms of years or to sell the same and to confer upon such companies bodies or persons respectively all necessary powers in that behalf and enable the lessees as the case may be to exercise all or any of the powers of the Promoters.

9. 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 the Merchant Shipping Act 1854 and Acts amending the same.

And notice is hereby further given that on or before the 30th day of 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 Denbigh at his office at Ruthin at the Custom House for Beaumaris at Bangor and 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 the undersigned.

Dated this 13th day of November 1891.

H. BLISS HILL Wolverhampton Solicitor.  
HARGREAVES and Co. 9 Bridge-street  
Westminster S.W. Parliamentary  
Agents.

In Parliament.—Session 1892

London Water.—No. 2.

(Powers with respect to Water Supply of London and Neighbourhood; Powers to Corporation of City of London and London County Council; Appointment and Powers of Committee; Promotion of Bills in Parliament; Inquiries, Negotiations and Inspections.)

**N**OTICE is hereby given that application will be made to Parliament in the ensuing Session for an Act for the following purposes, or some of them (that is to say):

To authorise and provide for the appointment of a Water Committee, to consist of members appointed by the Mayor, Aldermen, and Citizens of the City of London (hereinafter called "the Corporation"), and the London County Council (hereinafter called "the Council").

To confer on the Council power to promote Bills in Parliament for any of the following objects:—

- (1.) To acquire, construct, and maintain waterworks, aqueducts, wells, reservoirs, and other works, and do any necessary acts in connection therewith, to afford a new or supplemental water supply;
- (2.) To acquire or take on lease any existing or future waterworks, or the Undertaking of any Water Company, or any part thereof, or any interest therein, or any water or right to take or convey water;
- (3.) To provide for the dissolution and winding up of any water company whose undertaking shall be acquired by the Council, and for the adjustment of any interests in any such undertaking which shall have been partially so acquired, and generally for all purposes connected with such acquisition, including superannuation allowances or gratuities to officers and servants of such companies;
- (4.) To sell, lease, or dispose of any such undertaking, or portion thereof, or works, rights, or interests at any time vested in the London County Council;
- (5.) To make provisions for the raising of such moneys as may be required for the purpose of carrying into effect the provisions of the intended Act, or any Act of Parliament promoted or obtained by the Council in pursuance of the intended Act;
- (6.) To supply the inhabitants, or any county or local authority, or corporation, within such area, and on such terms as Parliament shall from time to time authorise or direct, with water by meter or otherwise, for all public and private purposes;
- (7.) To carry on, consolidate, enlarge and improve such undertakings as the Council may, by authority of Parliament, acquire or construct, or to regulate and control the water companies and their undertakings;
- (8.) To obtain such further powers as they may deem expedient for giving effect to the objects of the intended Act or any such Bill.

To confer on the Water Committee powers:—

(a) To make and enforce regulations for prescribing the strength, character, weight, and materials of fittings and appliances to be used for preventing the waste, misuse, and undue consumption of water, and otherwise in relation thereto;

(b) To make any public or private inquiry into the existing supply of water within the Metropolitan Water Area, and the charges made for the same, and into the possible future sources of such supply, and to enter into negotiations with any public authority, or water company, or persons, for the acquisition or taking on lease of any of their powers or undertakings, or any part thereof, and (subject to ratification by the Council) to enter into and carry into effect contracts in respect thereto.

To confer on the Council power to delegate to such Committee certain administrative powers for carrying on the supply of water which may be conferred on the Council by the intended Act.

To confer on the Council and the proposed Committee powers as to the entry upon lands and works of any water company, and the inspection of the same, and the plant therein, and to require the production of books, documents, and accounts by any water company.

To authorise the Water Committee to provide and maintain offices, and appoint and pay officers and servants.

To provide for the payment of costs, charges, and expenses, as payments for general county purposes, out of the county rate.

Printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1891.

G. PRIOR GOLDNER, The Remembrancer,  
Guildhall, E.C.

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

In Parliament.—Session 1892.

Liskeard and Caradon Railway (Abandonment).  
(Abandonment of Railway authorised by the  
Liskeard and Caradon Railway Act, 1884;  
Release of Deposit; 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 authorise the abandonment of the Railway authorised by the Liskeard and Caradon Railway Act, 1884, and to release the Company from all liabilities, penalties, forfeitures, and obligations for or in respect of the non-completion thereof, and to declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto.

2. To provide for the release, transfer, and payment of all moneys or stock deposited in respect of the application to Parliament for the said Act now remaining in Court as security for the completion of the said Railway, together with all interest or dividends which may have accrued thereon.

3. 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.

4. To alter, amend, extend, enlarge, or to repeal,

so far as may be necessary for the purposes of the Bill, the provisions of the said Act of 1884, and of all other Acts relating to the Company.

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 16th day of November, 1891.

CHILDS and SON, Liskeard, Solicitors.

JOHN CHARLES BALL, 16, Parliament-  
street, Westminster, Parliamentary  
Agent.

In Parliament.—Session 1892.

Lancashire and Yorkshire and London and North Western Railways (Steam Vessels).

(Further Powers as to Steam Vessels between Fleetwood, Belfast, Londonderry, and the Isle of Man; Provisions as to Capital and Joint Committees; Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Lancashire and Yorkshire Railway Company and the London and North Western Railway Company (hereinafter called "the two Companies") for an Act for the following purposes, or some of them:—

To extend and enlarge the powers conferred upon the two Companies by the Lancashire and Yorkshire and London and North Western Railway Companies (Steam Vessels), Act 1870 (hereinafter called the Act of 1870), and to empower the two Companies jointly to purchase, hire, build, and provide and subscribe towards purchasing, hiring, building, and providing, and to hold, maintain, work, and use, and subscribe towards maintaining, working, and using steam and other vessels of every or any description for the conveyance of, and to convey therein as well as in any vessels which they are now authorised to purchase, hire, build, provide, work, or use passengers, animals, minerals, merchandise, and goods of every description between all or any of the ports and places following (that is to say), Fleetwood in Lancashire, Belfast and Londonderry in Ireland, and the Isle of Man, and also to acquire the shares, rights, and interests of any other person or company in all or any of the steam or other vessels now plying between those places respectively, or any of them.

To empower the two Companies to levy, demand, and recover tolls, rates, duties and charges for and in respect of all or any such vessels, and the conveyance of traffic therein, and for and in respect of any services to be performed by them in connection therewith or incidental thereto, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer vary or extinguish other rights and privileges.

To empower the two Companies, each or either of them, to raise for the purposes of the intended Act further sums of 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, or by the creation of debenture stock, or by any or either of those means, and to apply to the purposes of the intended Act any moneys now belonging to them, or each or either of them, or which they or either of them are by any existing Act, or may by any other Act of the ensuing Session, be authorised to raise.

To provide for the exercise of all or any of the powers of the intended Act by any Joint Committee for the time being empowered to exercise the powers of the Lancashire and Yorkshire and London and North Western Railway Companies (Preston and Wyre Harbour and Dock) Act, 1849, and of the Act of 1870, or to make further provision with reference to the appointment of a Joint Committee or Joint Committees for the purposes of the intended Act, and to authorise agreements between the two Companies with reference to the objects and purposes of the intended Act, and to confirm any agreements made or to be made between them in relation thereto.

To repeal, alter, extend, amend, and enlarge, so far as may be necessary, for the purposes of the intended Act, all or some of the powers or provisions of the several Acts hereinbefore referred to, and also of the Act 6 & 7 Will. IV, cap. 111, and any other Acts relating to or affecting the Lancashire and Yorkshire Railway Company, and of the Act 9 & 10 Vict., cap. 204, and any other Acts relating to or affecting the London and North Western Railway Company.

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 17th day of November, 1891.

CHRIS. MOORHOUSE, Hunt's Bank, Manchester.

C. H. MASON, Euston Station, and 35, Parliament-street, Westminster, Solicitors.

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

In Parliament.—Session 1892.

Frimley and Farnborough District Water.

(Exclusion of Certain Places from Limits of Water Supply of Woking Water and Gas Company; Powers to other Bodies, Companies, and Persons to Supply Water in Excluded Places, and Further Powers to such Bodies, Companies, and Persons, and to Surrey County Council, and to Sanitary Authorities in Excluded Area; Amendment of Acts.)

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

To alter the limits of water supply of the Woking Water and Gas Company, or one of them, by the exclusion therefrom of the parishes and places following, or some of them (hereinafter called the excluded area), that is to say:—The parishes of Farnborough, Crondall, and the tithings or parochial chapelries of Cove and Hawley, and the village of Blackwater, in the parish of Yateley, all in the county of Hants, and the parishes of Frimley and Ash, in the county of Surrey.

To empower the Aldershot Gas and Water Company and the Wokingham District Water Company, Limited, or either of those companies, or any other company, body, or person supplying water under statutory authority, whose district or works may abut upon or be in the proximity of, or in communication with, the excluded area, or any company, body, or person willing to supply water within the excluded area (all of whom are included in the expression, the "Supplying Companies") on the one hand, and the Surrey County Council, the Farnham Rural Sanitary Authority, the Hartley Wintney Rural Sanitary Authority, or any other authority, body

or person in the excluded area, on the other hand, to enter into and carry into effect agreements for the supply by the supplying companies to any such council, authority, body or person of water in bulk or otherwise, and for the execution of any works necessary or expedient for the purpose of such supply, and if thought fit to extend the limits of supply of the supplying companies, or some or one of them, so as to include therein the excluded area, or some part or parts thereof and to authorise the supplying companies, or some or one of them, to exercise within the excluded area all such powers with respect to the supply of water, and to the charging and recovering of water rates, rents, and charges, and otherwise in relation thereto, as they are now respectively authorised to exercise within their present water limits, or as may be conferred upon them by the intended Act.

To empower the said County Council and the said Rural Sanitary Authorities respectively to apply their rates or funds to any of the purposes of the intended Act, and to borrow money on the security of such rates.

To empower the supplying companies, or any of them, to apply their capital or funds to all or any of the purposes of the intended Act in which they are interested, and to raise additional capital for those purposes.

To vary or extinguish all existing rights or privileges which might in any manner impede or interfere with any of the purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal some or all of the provisions of the several Acts following, or some of them (that is to say):—The Woking Water and Gas Act, 1881, and the Surrey and Hants District Waterworks Act, 1887, and any other Act relating to the Woking Water and Gas Company; the Aldershot Gas and Water Act, 1866, and any other Act relating to the Aldershot Gas and Water Company; the Wokingham District Water Order, 1878, and any other Order or Act relating to the Wokingham District Water Company, Limited.

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, 1891.

SHERWOOD & Co., 7, Great George-street, Westminster.

In Parliament.—Session 1892.

Hull and North-Western Junction Railway.

(Extension of Time.)

(Extension of Time for Purchase of Lands and Construction of Works; 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 and North-Western Junction Railway Company (in this notice called "the Company"), for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say):—

1. To extend the periods limited by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (in this notice called "the Act of 1882"), as amended by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1885, by the Hull and North-Western Junction Railway Act, 1887 (in this notice called "the Act of 1887"), and by the Hull and North-Western Junction Railway Act, 1890 (in this notice called "the

Act of 1890"), for the compulsory purchase of lands for and for the completion of—

(A.) The following railway and portions of railways authorised by the Act of 1882, the powers for the construction of, and other powers in connection with which were by the Act of 1887 transferred to and vested in the Company, or some part or parts thereof respectively (that is to say):

(1.) So much of the Railway No. 1, authorised by the Act of 1882, as will lie to the eastward of the junction therewith of the deviation Railway authorised by the Act of 1890 (in this Notice called "the deviation Railway").

(2.) The whole of Railway No. 1A, authorised by the Act of 1882; and

(3.) So much of the Railway No. 1c, authorised by the Act of 1882, as will lie to the north-westward of the commencement of the deviation Railway; and

(B.) The deviation Railway.

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

3. To amend, alter, or repeal all or some of the powers of the Acts of 1887 and 1890, and so far as may be necessary of the Act of 1882, and all or any other Act or Acts relating to or affecting the Company or their Undertaking.

Printed copies of the Bill will be deposited in the Private Bill office of the House of Commons, on or before the 21st day of December next.

Dated this 16th day of November, 1891.

COPE and Co., 3, Great George-street,  
Westminster, Solicitors for the Bill;  
REES and FREER, 13, Great George-street,  
Westminster, Parliamentary  
Agents.

In Parliament.—Session 1892.

Medway (Upper) Navigation.

(Reconstitution of Company of Proprietors of the Navigation of the Medway; Incorporation of Companies Clauses Acts; Appointment and Powers of Directors; Meetings; Transfer of Powers of Commissioners to Justices and Others; Settlement of Disputed Compensation, Damages, and Loss; Change of Name of Company; Re-arrangement of Capital; New Share and Loan Capital; Provision as to Voting, Sale, Disposal, Letting, and Management of Lands, Tolls, Rates, and Charges; Providing of Steam and other Barges; Carriage and Trading on Medway and Thames; Dealing in Coal and other Things; Sale and Transfer of Undertaking; Amendment and Incorporation of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Company of Proprietors of the Navigation of the River Medway (hereinafter called the Company) for an Act for all or some of the following purposes and objects (that is to say):—

To reconstitute the Company, and to repeal, alter, or amend all or some of the provisions of the Acts relating to the Company in respect of their constitution, management, and regulation of their affairs, and to incorporate with the intended Act, and apply to the Company, with such variations and additions (if any) as may be found expedient, all or some of the pro-

visions of the Companies' Clauses Acts, 1845, 1888, and 1889, the Companies' Clauses Act, 1863, and the Companies Clauses Act, 1869.

To make all necessary provisions as to directors of the Company, their number, qualification, election, retirement and rotation, and to transfer to, and confer and impose upon the directors all powers and duties which by the Acts relating to the Company or their undertaking, are conferred or imposed upon the Committee, to manage the affairs of the Company, and to make such other provisions as may be deemed necessary or expedient for the control and management of the undertaking.

To provide for fixing and regulating the ordinary, special and other meetings of the Company, and to confer upon such meetings all or some of the powers now exercisable by the general assembly of the Company.

To transfer to Justices, or as the intended Act may provide, all or some of the powers, consents, discretions, or duties conferred upon or given to the commissioners mentioned or referred to in the Acts relating to the Company, and to provide for the settlement under the provisions of the Lands Clauses Consolidation Act, 1845 (and any amending Act), as to disputed compensation, loss, or damage occasioned by the exercise of the existing or intended powers of the Company.

To change the name of the Company.

To declare, define, re-arrange, confirm and regulate the shares and loan capital of the Company, or to empower the Company to make and carry into effect a scheme for defining, regulating, adjusting and declaring the share and interest of the present proprietors or shareholders of the Company, to alter the nominal value of the shares, to remove the limit as to the number of shares to be held by a shareholder, and to authorise the Company to raise further moneys by the creation and issue of new shares or stock of one or more classes, and of such amount or amounts, and with or without such preference or priority as regards payment of interest or dividend or other special rights or privileges, as the intended Act may prescribe, and by borrowing and by the creation and issue of debenture stock, or by any such means.

To define and prescribe the rights, privileges and liabilities of holders of any shares or stock of the Company to be created by or under the powers of the intended Act with respect to voting at meetings of the Company, and other matters.

To confer further powers upon the Company in relation to the sale or disposal of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, or to enable the Company to hold, let, and manage any lands which have been acquired by them, or some part or parts thereof.

To alter the tolls, rates, and charges authorised by the Acts relating to the Company, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges, and to make other provision in regard to tolls, rates, lockage, riverage, and other charges, and to empower the Company to charge for the conveyance of merchandise on any part of the river Medway, and to repeal or alter any limitation as to the amount of such charges contained in the Acts relating to the Company, to authorise the Company to build, purchase, or provide barges, boats, and other vessels (including steam barges and tugs) for the convey-

ance of merchandise, and to empower the Company to carry merchandise, and to trade upon the rivers Medway and Thames.

To empower the Company from time to time, by agreement, to supply water for any purpose connected with trade or manufacture to any companies, corporations, bodies, or persons; also to enable the Company to purchase, sell, and deal in coal, coke, breeze, concrete, sand, shingle, gravel, and other similar articles.

To empower the Company to sell and transfer their undertaking, as altered, regulated, and defined by the intended Act, to any company (whether now or hereafter to be incorporated), body, or persons, and to confirm and carry into effect any agreement between the Company and any such company, body, or persons, and in the event of such sale and transfer to provide for the dissolution and winding up of the Company.

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

To repeal, alter, or amend all or some of the provisions of all or some of the following local Acts (that is to say):—The 16th and 17th Charles II., cap. 11 and 13, George II., cap. 26, and all or any other Act or Acts relating to or affecting the Company or their undertaking.

Printed copies of the intended Act or Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 21st day of December, 1891.

Dated this 19th day of November, 1891.

STENNING, KNOCKER, and SON, Tonbridge,  
Solicitors for the Bill.

SHARPE, PARKER, PRITCHARDS, and BARRHAM, 9, Bridge-street, Westminster,  
Parliamentary Agents.

Board of Trade.—Session 1892.

The Mitcham and Wimbledon District Gaslight Company.

(Additional Lands; Construction of Additional Works; Manufacture, Purification, and Storing of Gas; Conversion of Residual Products; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Mitcham and Wimbledon District Gaslight Company (hereinafter called "the Company") intend to apply to the Board of Trade in the ensuing session of Parliament for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for the following or some of the following powers, that is to say:—

- (1.) To incorporate the Gasworks Clauses Acts, 1847 and 1871.
- (2.) To empower the Company to purchase additional land, and to construct and maintain on the said lands additional works for the manufacture, purification, and storing of gas, and the conversion of the products resulting from the manufacture of gas, all such lands being immediately adjoining the existing works of the Company, in the parish of Mitcham, in the county of Surrey.

The site of the existing authorized works of the Company, together the extensions proposed by this order are included in the following boundaries, that is to say:—

Commencing on the west side of the public highway leading from Mitcham to Merton, following the boundary of the Company's premises in a northerly direction to the occupation-road in front of the cottages at Fountain-place, belonging to, or reputed to

belong to, John Hannington; thence in a westerly direction along the said occupation road and land belonging to or reputed to belong to John Ollerhead, and in his own occupation, to a footpath in West Fields, immediately outside the Company's premises, thence following the said footpath in a southerly direction to Half Acre-row, and thence down the said Half Acre-row to its junction with the said public high-way leading from Mitcham to Merton, as aforesaid all the lands within the boundaries aforesaid being the property of the Company, and in the parish of Mitcham, in the county of Surrey.

And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice, with a published map showing the boundaries of the proposed extension of works, will be lodged at the office of the Board of Trade, Whitehall-gardens, London, and that on or before the same day a copy of this notice and plan of the proposed extension of works 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 the said county, and in the Private Bill Office of the House of Commons.

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 as aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of William Livesey, 76, Palace-chambers, Westminster, Parliamentary Agent for the Order, on payment of one shilling for each copy.

The said intended Order will or may alter, vary, or extend the provisions of the Mitcham and Wimbledon Gas Company's Act, 1867, or any other Act or Acts incorporated therewith.

All persons desirous of making representations to the Board of Trade, or bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 15th day of January next ensuing. A copy of such objections must at the same time be sent to William Livesey, 76, Palace-chambers, Westminster, the Agent for the Order, and the objections sent to the Board must state that a copy has been sent to the Agent aforesaid.

The Provisional Order, when granted by the Board of Trade, will be published in the same local paper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his offices aforesaid, and copies will be supplied to all persons applying for them at the offices, and on terms beforementioned.

WM. LIVESSEY, 76, Palace-chambers, Westminster, Parliamentary Agent.

In Parliament.—Session 1892.

Easton and Church Hope Railway.

(Further Extension of Time for the Completion of and Revival of Powers for the Purchase of Lands for the Company's Authorized Works; Increase of Capital; Rearrangement, &c., of the different classes of Existing Capital; Creation of Debenture Stock; Amendment of Acts.)

NOTICE is hereby given, that the Easton and Church Hope Railway Company will apply to Parliament in the ensuing session for leave to bring in a Bill to effect the following purposes, or some of them, that is to say:—

To further extend the time limited by the

Easton and Church Hope Railway Acts, 1884, 1887, and 1890, for the completion of the works authorized by those Acts.

To revive the powers for the compulsory purchase of the lands required for those works.

To enable the Company to increase their capital, and to raise further moneys for the general purposes of their Undertaking, by the creation and issue of ordinary or preference shares, or stock, or by borrowing, or by the creation and issue of debenture stock, or by any one or more of those means.

To enable the Company to rearrange and alter the different classes of their existing capital, and, if necessary, to cancel the whole or some portion of their unissued share capital, and to create and issue debenture stock in substitution therefor.

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

To repeal, alter or amend the provisions, or some of the provisions, of the Easton and Church Hope Railway Acts, 1884, 1887, and 1890, or some or one of them.

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 13th day of November, 1891.

BADHAM and WILLIAMS, 3, Salters' Hall-court, Cannon-street, London, E.C., Solicitors for the Bill.

ROBERTS and CHUBB, 6, Queen Anne's-gate, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1892.

Trent (Burton-upon-Trent and Humber) Navigation.

(Additional Capital; Changing Name of Company; Alteration of Agreements with North Staffordshire Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Trent (Burton-upon-Trent and Humber) Navigation Company (in this notice called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes or some of them (that is to say):—

1. To empower the Company for the general purposes of their Undertaking to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock with or without a guaranteed or preferential dividend or other rights and privileges attached thereto, and by the creation and issue of debentures and debenture stock, prepreferential or otherwise, and by borrowing or by all or any of such means.

2. To alter and vary or cancel wholly or partially any agreement or agreements between the Company and the North Staffordshire Railway Company which have been entered into in pursuance of section 38 of the said Act of 1887, or otherwise, with reference to the user of the Trent and Mersey Canal, and the waiver or reduction of the claims of the North Staffordshire Railway Company against the Company.

3. To change, if thought expedient, the name of the Company.

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

5. To alter, amend, and extend or repeal the Trent (Burton-upon-Trent and Humber) Navigation

Act, 1887, and any other Acts affecting the Company.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1891.

Dated this 16th day of November, 1891.

HOLLAMS, SONS, COWARD, and HAWKSLEY, Mincing-lane, London, E.C., Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Rossendale Valley Tramways.

(Abandonment of portions of Authorized Tramways and Release of Deposits; Reduction of Capital; 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 the following purposes, or some of them, that is to say:—

To relieve the Rossendale Valley Tramways Company (hereinafter called the "Company") from any liability respecting the construction of Tramways Nos. 11 and 12, authorized by the Manchester, Bury, and Rochdale Tramways (Extension) Order, 1882, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1882, and also the unconstructed portion of Tramway No. 10, authorized by the said Order and Act.

To empower the Company to abandon the construction of the unconstructed portion of Tramway No. 1, authorized by the Rossendale Valley Tramways (Burnley Extension) Act, 1889.

To release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion of the above-mentioned tramways, or any of them.

To provide for the release and payment out of Court of the money or securities now remaining deposited in the Chancery Division of the High Court of Justice as security for the completion of the said tramways and portions of tramways respectively intended to be abandoned and the interest or dividends which may have accrued thereon, and to reduce the share and loan capital of the Company.

To vary or extinguish all rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all powers, rights, and privileges necessary or expedient for carrying such objects into effect, and to amend or repeal the Order of 1882, the Rossendale Valley Tramways Act, 1888, and the Act of 1889, so far as may be necessary to amend or repeal the same for carrying out the objects of the Bill.

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, 1891.

EDWARD M. CHUBB, Solicitor, 11, Pancras-lane, London, E.C., Parliamentary Agent.

In Parliament.—Session 1891-92.

The Bristol Gas Company.

(Powers to Purchase Lands Compulsorily; Increase of Storage Powers; New Works; Additional Lands; Sale of Superfluous Lands; Amendment of Acts.)

NOTICE is hereby given, that the Bristol Gas Company intend to apply to Parliament in the ensuing session for leave to introduce



a Bill for the following or some of the following powers, that is to say:—

1. To enable the Company to purchase lands, houses, and other property compulsorily, and to construct thereon gasholders and all such other works, machinery, and apparatus as may be necessary for and incidental to the storing and distributing of gas therefrom, such lands being wholly situate at Barton Hill, in the parish of St. Philip and Jacob (Out), in the city and county of Bristol, bounded as to a part thereof on the north by houses in Folly-lane, on the south and east by land of the Company, and on the west by Folly-lane, and as to the remainder on the north, south, and east by land of the Company, and on the west by Folly-lane.

2. To enable the Company to construct on other lands immediately adjoining and belonging to the Company and in their own possession, gasholders and all such other works, machinery, and apparatus as are necessary for and incidental to the storing and distributing of gas therefrom, such lands being situate at Burton-hill, in the parish of St. Philip and Jacob (Out), in the city and county of Bristol, and bounded on the north by the lands last beforementioned, on the east by land belonging to the Company, on the south by Barton-hill- (or George's-) lane, and on the west by Folly-lane.

3. To enable the Company to construct on lands belonging to and held by them, all such works, machinery, and apparatus as are necessary for the manufacture, purification, storing, and distributing of gas, and the conversion and storing of residual products resulting from the manufacture of gas thereon, such lands being situate in the parish of Bedminster, in the city and county of Bristol, and bounded on the north by land of the Company, on the south by land belonging to Sir J. H. Greville Smyth, Bart., on the east by the Malago Stream, and on the west partly by land of the Company and partly by land belonging to Sir J. H. Greville Smyth, Bart.

4. To enable the Company to hold, wholly or in part, such lands as they have already acquired, and to purchase additional land for the general purposes of their Undertaking, unconnected with the manufacture, purification, storing, and distributing of gas or the conversion of residual products.

5. To enable the Company to sell and dispose of any surplus lands belonging to and held by them at such times and in such portions, by auction or otherwise, as may be most advantageous to the Company.

6. The said intended Act will or may repeal, vary, or extend the special Acts of the Bristol Gas Company of 1853, 1873, 1876, and 1891, and all other Acts incorporated therewith, and will or may also incorporate with itself such of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as may be thought expedient.

And notice is hereby further given, that on or before the 30th day of November instant a plan of the lands proposed to be purchased and acquired compulsorily, with a book of reference thereto, together with a copy of the notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol, and with the Clerk of the parish of St. Philip and Jacob (Out), at his place of abode.

And notice is hereby further given, that on or before the 21st day of December next, printed  
No. 26226. Z

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

Dated the 13th day of November, 1891.

WILLIAM LIVESSEY, 76, Palace-chambers,  
Westminster.

BRITAN, LIVETT, and MILLER, Solicitors,  
Albion-chambers, Bristol.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Chitty.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the Yuruari Company Limited.

NOTICE is hereby given, that a petition for the winding up of the abovenamed Company, subject to the supervision of Her Majesty's High Court of Justice, was, on the 23rd day of November, 1891, presented to the said Court by Frederick Thorn, of 8, Addison-road, Kensington, in the county of Middlesex, a contributory of the said Company; and that the said petition has been assigned to the Honourable Mr. Justice Chitty, and is directed to be heard before his Lordship sitting at the Royal Courts of Justice, Strand, London, on Saturday, the 5th day of December, 1891; 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 undersigned, on payment of the regulated charge for the same.—Dated this 23rd day of November, 1891.

JOHN VERNON, SON, and Co., of 36,  
Coleman-street, London, E.C., Solicitors  
for the Petitioner.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed not later than six o'clock in the afternoon of the 4th day of December, 1891.

In the High Court of Justice.—Chancery Division.  
Mr. Justice North.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of Kershaw and Pole Limited.

NOTICE is hereby given, that a petition for the winding up of the abovenamed Company by the High Court of Justice, was, on the 21st day of November, 1891, presented to the said Court by Burroughes Dickie Kershaw, of 119, Chetwynd-road, Dartmouth Park, in the county of Middlesex, Civil Engineer, a creditor and contributory of the said Company; and that the said petition is directed to be heard before Mr. Justice North, on the 5th day of December, 1891; and any creditor or contributory of the said Company desirous to support or oppose the making of an Order on the said petition may 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 undersigned,

on payment of the regulated charge for the same.  
—Dated the 21st day of November, 1891.

FIELD, ROSCOE, and Co., 36, Lincoln's-inn-fields, London; Agents for  
COLLINS and WOODS, of Swansea, Solicitors for the Petitioner.

**NOTE.**—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed not later than six o'clock in the afternoon of the 4th of December, 1891.

In the High Court of Justice.—Chancery Division.  
In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of Dunkley's Patent Wheel and Tyre Company Limited.

**B**Y an Order made by his Lordship Mr. Justice Chitty in the above matter, dated 7th November, 1891, on the petition of Fred Mundy, of St. Philip's-chambers, 26, Temple-street, Birmingham, in the county of Warwick, General Advertising Agent and Contractor, it was ordered that the voluntary winding up of the abovenamed Company be continued, but subject to the supervision of the Court.

HENSHALL FEREDAY, 9, Old Broad-street,  
E.C.; Agent for

REECE, HARRIS, and HARRIS, of Birmingham, Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Kekewich.

In the Matter of the National Exhibitions Association Limited, and in the Matter of the Companies Acts, 1862 to 1890.

**B**Y an Order made by Mr. Justice Kekewich in the above matter, dated the 16th day of November, 1891, on the petition of Henry Burton, of the Victoria Embankment, Temple Station, in the county of Middlesex, it was ordered that the voluntary winding up of the National Exhibitions Association Limited be continued, but subject to the supervision of this Court; and any of the proceedings under the said voluntary winding up may be adopted as the Judge shall think fit; and the creditors, contributories, and Liquidator of the said Company, and all other persons interested, are to be at liberty to apply to the said Judge in chambers as there may be occasion.

A. T. TREHEARNE, Solicitor for Henry Bishop, the voluntary Liquidator of the Company.

3, Dean's-Yard, Westminster,  
November 24, 1891.

**NOTICE** is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 9th December next, at half-past two o'clock, for the despatch of general business.

JOSEPH K. ASTON, Secretary.

Royal Exchange Assurance Office.

Royal Exchange, London,

November 18, 1891.

**T**HE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Tuesday, the 1st, to Tuesday, the 22nd, of

December next; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 16th of December, at twelve o'clock at noon; and that a Dividend will be considered of at the said Court.  
E. R. HANDCOCK, Secretary.

Wakefield Colliery Factors and Engineering Company Limited.

**A**T an Extraordinary General Meeting of Members of the abovenamed Company, duly convened, and held at the office of Brown, Wilkin, and Scott, Solicitors, 36, Wood-street, in the city of Wakefield, on the 20th day of November, 1891, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."

And at the same Meeting Joseph John Hulbert, of the city of Wakefield aforesaid, Public Accountant, was appointed Liquidator for the purposes of such winding up.—Dated this 20th day of November, 1891.

GEORGE ASHWORTH, Chairman.

The Venezuelan Austin Gold Mining Company Limited.

**A**T an Extraordinary General Meeting of the abovenamed Company, duly convened, and held at Winchester House, Old Broad-street, in the city of London, on the 26th day of October, 1891, the following Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened, and held at the same place, on the 16th day of November, 1891, the following Resolution was duly confirmed:—

"That the Venezuelan Austin Gold Mining Company Limited be wound up voluntarily, and that a Liquidator be appointed for the purpose of such winding up."

And at such lastmentioned Meeting Henry Alexander Millar, of Dashwood House, Old Broad-street, in the city of London, was appointed Liquidator for the purposes of the winding up.—Dated this 19th day of November, 1891.

J. C. F. LEE, Chairman.

The Eastern Concessions Syndicate Limited.

**A**T an Extraordinary General Meeting of the abovenamed Syndicate, duly convened, and held at 5, Lothbury, London, E.C., on the 22nd day of October, 1891, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Syndicate, also duly convened, and held at the same place, on the 11th day of November, 1891, the following Special Resolution was duly confirmed, namely:—

"That the Syndicate be wound up voluntarily under the provisions of the Companies Acts, 1862 and 1867."

And at such lastmentioned Meeting John Walter Biggs, of 12, Delahay-street, Westminster, was appointed Liquidator for the purposes of such winding up.—Dated the 18th day of November, 1891.

Ed. W. DOUGLAS, Chairman.

W. Betzold and Co. Limited.

**A**T an Extraordinary General Meeting of the abovenamed Company, duly convened, and held at the registered office of the Company, Bartholomew House, Bartholomew-lane, in the city of London, on the 3rd day of November, 1891, the following 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, 1891, the following Special Resolutions were duly confirmed:—

1. "That the Company be wound up voluntarily.

2. "That Mr. John Alexander James Shaw, of 23, Queen Victoria-street, E.C., Chartered Accountant, be and he is hereby appointed Liquidator of the Company:—Dated this 20th day of November, 1891.

ALFRED BETZOLD, Chairman.

The Pachuca Silver Mining Company Limited.

**A**T an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at the Grand Hotel, Bridge-street, Sunderland, in the county of Durham, on the 5th day of November, 1891, the subjoined Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place, on the 20th day of November, 1891, the said Resolutions were duly confirmed:—

1. "That the scheme for the reconstruction of the Company submitted to this Meeting be and the same is hereby approved, and that with a view to the reconstruction of the Company on the lines of such scheme, either with or without modification, it be wound up voluntarily; and that John Robertson, of Sunderland, in the county of Durham, Agent, be and he is hereby appointed Liquidator for the purposes of such winding up, at an agreed remuneration of one hundred guineas.

2. "That the said Liquidator be and he is hereby authorized to consent to such registration of a new Company, to be named the New Pachuca Silver Mining Company Limited, with a Memorandum and Articles of Association, which have already been prepared with the privity and approval of the Directors.

3. "That the draft reconstruction Agreement submitted to this Meeting, and expressed to be made between this Company and its Liquidator of the one part, and the New Pachuca Silver Mining Company Limited (incorporated in 1891) of the other part, be and the same is hereby approved; and that the said Liquidator be and he is hereby authorized, pursuant to section 161 of the Companies Act, 1862, to enter into an agreement with such new Company (when incorporated) in the terms of the said draft, and to carry the same into effect, with full power to assent to any modifications therein which he may think expedient."

Dated this 20th day of November, 1891.

JOHN ROBERTSON, Chairman.

Knight, Montague, and Company Limited.

**A**T an Extraordinary General Meeting of the Members of the said Company, duly convened, and held at Thornleigh, Streatham, in the county of Surrey, on the 31st day of October, 1891, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place, on the 21st day of November, 1891, the following Special Resolutions were duly confirmed:—

1. "That the Company be wound up voluntarily.

2. "That Arthur John Knight, of 1A, Australian-avenue, E.C., be the Liquidator."

ARTHUR J. KNIGHT, Chairman.

The Halifax Constitutional Hall Company Limited.

**A**T an Extraordinary General Meeting of the abovenamed Company, duly convened, and held at the offices of the Company, Halifax, in the county of York, on the 14th day of October, 1891, and adjourned to the 28th day of October, 1891, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."

And at the same Meeting Jonathan Ingham Learoyd, of Cheapside, Halifax, Accountant, was appointed Liquidator for the purposes of the winding up.—Dated the 19th day of November, 1891.

BEN. W. JACKSON, Chairman.

The Mexican General Land, Mortgage, and Investment Company Limited.

**A**T an Extraordinary General Meeting of the abovenamed Company, duly convened, and held at Winchester House, Old Broad-street, in the city of London, on the 3rd day of November, 1891, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place, on the 19th day of November, 1891, the following Resolution was duly confirmed, viz.:—

"That the Company be wound up voluntarily under the provisions of the Companies Acts, 1862 and 1867."

And at such lastmentioned Meeting the Right Honourable John Young, of Dashwood House, Old Broad-street, E.C., William C. Prescott, of the same place, and John M. Mitchell, of 110, Cannon-street, E.C., were appointed Liquidators for the purposes of the winding up.—Dated this 20th day of November, 1891.

JOHN YOUNG, Chairman.

The Vryburg Prospecting Syndicate Limited.

**A**T an Extraordinary General Meeting of the Members of the above Syndicate, duly convened, and held at 19, St. Swithin's-lane, in the city of London, on the 30th day of October, 1891, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Syndicate, also duly convened, and held at the same place, on the 18th day of November, 1891, the following Special Resolution was duly confirmed:—

"That the Vryburg Prospecting Syndicate Limited be wound up voluntarily under the Companies Acts, 1862 to 1890; and that Mr. Edward Jones and Mr. John Eustace be and they are hereby appointed Liquidators for the purpose of such winding up."

Dated this 21st day of November, 1891.

EDWARD JONES, Chairman.

Hodkinson, Maudsley, and Company Limited.

**N**OTICE is hereby given, that the creditors of the abovenamed Company are required, on or before the 9th day of January, 1892, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to me, the undersigned, Thomas Waterworth, of 68, Victoria-street, Blackburn, in the county of Lancaster, Chartered Accountant, Liquidator of the said Company, and, if so required, by notice in writing, 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 20th day of November, 1891.

THOMAS WATERWORTH, Liquidator.

Chary and Company Limited.

**N**OTICE is hereby given, that the creditors of the abovenamed Company are required, on or before the 5th day of January, 1892, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to William V. H. Cobbett, of 20, John-street, Adelphi, London, W.C., the undersigned 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 or 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 23rd day of November, 1891.

WILLIAM V. H. COBBETT, 20, John-street, Adelphi, London, W.C., Liquidator.

The Junction Reef Mines Company Limited.

**N**OTICE is hereby given, that a General Meeting of the Members of the abovenamed Company will be held at 12, Pancras-lane, in the city of London, on the 24th day of December, 1891, at eleven o'clock in the forenoon, for the purpose of having the Liquidator's accounts, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, laid before such Meeting, and of hearing any explanations that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 20th day of November, 1891.

MINET HARVIE and SMITH, Solicitors for the Liquidator.

The Blackburn and District Carriage Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held at 9, Fenwick-street, in the city of Liverpool, on the 30th day of December, 1891, at three o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 19th day of November, 1891.

W. KNOX, Liquidator.

The Widnes Metal Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held at the office of Finney and Son, Central-buildings, North John-street, in the city of Liverpool, Chartered Accountants, on the 6th day of January, 1892, at three o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that

may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 19th day of November, 1891.

CHAS. F. FINNEY, Liquidator.

The Boundary Engineering Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held at the office of the undersigned, William Rowlandson, at 67, Lord-street, in the city of Liverpool, on the 30th day of December, 1891, at two o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 19th day of November, 1891.

WILLIAM ROWLANDSON, Liquidator.

Green Hurth Lead Mining Company Limited.

(Registered 1864.)

**N**OTICE is hereby given, that a General Meeting of the Members of the abovenamed Company will be held at the offices of the Liquidator, 25, Westgate-road, Newcastle-upon-Tyne, on the 28th day of December next, at two 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 Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 17th day of November, 1891.

C. W. HARRISON, Liquidator.

Green Hurth Lead Mining Company Limited.

(Registered 1880.)

**N**OTICE is hereby given, that a General Meeting of the Members of the abovenamed Company will be held at the offices of the Liquidator, 25, Westgate-road, Newcastle-upon-Tyne, on the 28th day of December next, at three 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 Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 17th day of November, 1891.

C. W. HARRISON, Liquidator.

The Anglo-Colonial Letter Company Limited.

**N**OTICE is hereby given, pursuant to section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held at the offices of Chalmers, Wade, and Company, 5, Fenwick-street, Liverpool, on the 28th day of December, 1891, at three o'clock in the afternoon, for the purpose of having an account laid before the Company, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liqui-

dator; and for the purpose of passing an Extraordinary Resolution, disposing of the books and accounts of the Company, and of the Liquidator.—Dated this 19th day of November, 1891.

D. L. CHALMERS, Liquidator.

Knight, Montague, and Company Limited.

NOTICE is hereby given that, in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the abovenamed Company will be held at 27, Chancery-lane, W.C., on the 30th day of December, 1891, at one o'clock in the afternoon, to receive the report of the Liquidator.

MINSHALL and Co., 27, Chancery-lane, W.C., Solicitors for the Liquidator.

The Greenwich Coffee Taverns Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the Greenwich Coffee Taverns Company Limited will be held at 15, Park-row, Greenwich, on the 31st day of December, 1891, at eight o'clock in the evening precisely, for the purpose of having an account laid before them by the Liquidator (pursuant to section 142 of the Companies Act, 1862), showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated this 19th day of November, 1891.

DRURY FREEMAN, 124, Chancery-lane, Solicitor for the Liquidator.

The Union Slate and Slab Company Limited.

NOTICE is hereby given that, in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the abovenamed Company will be held at 17, Victoria-street, London, S.W., on the 29th day of December, 1891, at eleven o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted from the commencement to the close, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators.—Dated 24th November, 1891.

WM. THOMAS, } Liquidators.  
H. F. TAHOURDIN, }

The Sortridge Tin Mining Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the Sortridge Tin Mining Company Limited will be held at 15, George-street, in the city of London, on the 8th day of January, 1892, at twelve o'clock, noon, precisely, for the purpose of having an account laid before them by the Liquidator (pursuant to section 142), showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.

S. HEDGES, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Porta and Cyril Guffanti, carrying on business as Hotel Proprietors, at the Hotel Monte Carlo, 2, Leicester-street, Leicester-square, in the county of London, under the style or firm of Porta and Guffanti, has been dissolved, by mutual consent, as and from the 20th day of November, 1891. All debts due and owing to or by the said late firm will be received and paid by the said Cyril Guffanti. And that in future such business will be carried on by the said Cyril Guffanti.—Dated this 20th day of November, 1891.

EDWARD PORTA.  
CYRIL GUFFANTI.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, G. Beutner and F. Kühn, carrying on business as Merchants, at 21, Addele-street, in the city of London, under the style or firm of Beutner, Kühn, and Co., has been dissolved, by mutual consent, as and from the 4th day of November, 1891. All debts owing by the said late firm will be paid by the said George Frederick Beutner and F. Kühn, and all debts due and owing to the said late firm will be received by the said George Frederick Beutner.—Dated this 19th day of November 1891.

F. KÜHN.  
G. BEUTNER.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Foster, Robert Stevenson, and William Henry Goodchild, carrying on business as Embroiderers, at 2, Gutter-lane, 10, Charterhouse-buildings, and 1, Crosby-square, all in the city of London, under the style or firm of Frederick Foster and Co., has been dissolved, by mutual consent, so far as the said Robert Stevenson is concerned, as and from the 31st day of August, 1891. All debts due to and owing by the said late firm will be received and paid by the said Frederick Foster and William Henry Goodchild.—Dated this 18th day of November, 1891.

FREDERICK FOSTER.  
ROBERT STEVENSON.  
WILLIAM HENRY GOODCHILD.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Ford Robinson and Arthur Thomas Blakesley, carrying on business as Wine Merchants, at Lytleton House, High Cross-road, Tottenham, in the county of Middlesex, and at 3, Bishopsgate-street, in the city of London, under the style of J. F. Robinson and Blakesley, has been dissolved, by mutual consent, as and from the 25th day of December, 1891.—Dated this 12th day of November, 1891.

J. F. ROBINSON.  
A. T. BLAKESLEY.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Joseph Henry Bower and Clement Francis Davis, under the firm of J. H. Bower and Company, at 138, Leadenhall-street, in the city of London, in the trade or business of General Merchants and Commission Agents, has been dissolved, so far as regards the said Clement Francis Davis, as from the 30th day of June, 1891.—As witness our hands.

J. H. BOWER.  
CLEMENT F. DAVIS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Clifford and Alexander McPherson, both of 2 and 4, Old-street, Goswell-road, and 27, 28, 29, and 30, Great Arthur-street, and 11 and 12, Bell-alley, all in the county of Middlesex, carrying on business as Wholesale Stationers and Drapers' Box Manufacturers, at 2 and 4, Old-street, and 27, 28, 29, and 30, Great Arthur-street, and 11 and 12, Bell-alley aforesaid, under the style or firm of Clifford and McPherson, has been dissolved, by mutual consent, as and from the 20th day of November, 1891. All debts due to and owing by the said late firm will be received and paid by the said Charles Clifford.—Dated 13th day of November, 1891.

CHARLES CLIFFORD.  
ALEXANDER MCPHERSON.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Best and Robert Ernest Watson, carrying on business as Manufacturers' Agents, at 11, Rose-street, Newgate-street, London, E.C., under the style or firm of Best and Watson, has been dissolved, by mutual consent, as and from the 10th day of October last. All debts due to and owing by the said late firm will be received and paid by the said Frederick Best.—Dated this 19th day of November, 1891.

FREDK. BEST.  
ROBERT ERNEST WATSON.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Parry, late of Fisherton de la Mere, in the county of Wilts, but now of Fisherton Anger, in the same county, Farmer and Miller, and John Parry, of Fisherton de la Mere aforesaid, Farmer and Miller, carrying on business as Farmers and Millers, at Fisherton de la Mere aforesaid, under the style or firm of William and John Parry, has been dissolved, by mutual consent, as and from the 17th day of November instant. All debts due to and owing by the said late firm will be received and paid by the said John Parry.—Dated this 19th day of November, 1891.

WILLIAM PARRY.  
JOHN PARRY.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Frederick Sanders and Herbert Atkins Jones, carrying on business as Tea Dealers, at Dunster House, 12, Mark-lane, London, E.C., under the style or firm of Porter and Co., has been dissolved, by mutual consent, as and from the 18th day of November, 1891. All debts due to and owing by the said late firm will be received and paid by the said Herbert Atkins Jones.—Dated 20th day of November, 1891.

GEORGE F. SANDERS.  
HERBERT ATKINS JONES.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Williams and John Nicholls Dosson, carrying on business as Linen and Woollen Drapers, Tailors, and Out-fitters, at the Cornhill, Bridgwater, in the county of Somerset, under the style or firm of Nicholls and Co., has been dissolved as from the 13th day of November, 1891, by mutual consent. All debts due to and owing by the said late firm will be received and paid respectively by the said John Nicholls Dosson.—Dated this 13th day of November, 1891.

JOHN WILLIAMS.  
JOHN NICHOLLS DOSSON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Harry Albert Dunne and John Farrar, at 25, Lime-street, Liverpool, in the county of Lancaster, and the Colonade Cycle Depôt, New-street, and 18, Wrottesley-street, Birmingham, in the county of Warwick, as Cycle Dealers, under the style or firm of the Birmingham Cycle Company, was, on the 1st day of November, 1891, dissolved by mutual consent. All debts owing from or due to the business carried on at 25, Lime-street aforesaid, will be discharged or received by the said Harry Albert Dunne, who for the future will carry on the business on his own account there. And all debts owing from or due to the business carried on at the Colonade Cycle Depôt, New-street, and at 18, Wrottesley-street, Birmingham aforesaid, will be discharged or received by the said John Farrar, who for the future will carry on the business on his own account there.—Dated this 12th day of November, 1891.

HARRY A. DUNNE.  
JOHN FARRAR.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ernest Alexander Beaumont and John Freeman Dyson, carrying on business as Chartered Accountants, at Queen-street, Huddersfield, in the county of York, under the style or firm of Beaumont, Dyson, and Co., has been dissolved, by mutual consent, as and from the 18th day of November, 1891.—Dated this 19th day of November, 1891.

E. A. BEAUMONT.  
JOHN F. DYSON.

**NOTICE** is hereby given, that the Partnership lately subsisting between us the undersigned, John Gordon and John William Mellor, carrying on business as Pawnbrokers, at 210, Park-road, in the city of Liverpool, under the style of Gordon and Mellor, has been dissolved, by mutual consent, as from the 1st day of August, 1891. All debts due to or owing by the said late firm will be received and paid by the said John William Mellor, who will continue the said business in his own name.—Dated this 18th day of November, 1891.

JNO. GORDON.  
J. WM. MELLOR.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, George William Shuttleworth and John William Jones, carrying on business as Manufacturers of Parts of Cycles and General Machinists, in Coventry, under the firm of Shuttleworth and Jones, has been dissolved, by mutual consent, as from this day. All debts due to and owing by the said firm will be received and paid by the said George William Shuttleworth, who will henceforth carry on the said business alone.—Dated this 18th day of November, 1891.

GEORGE WILLIAM SHUTTLEWORTH.  
JOHN WILLIAM JONES.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick George Walton and Frederick Albert Bowden, carrying on business as Account Book Makers and General Stationers, at Northumbria Works, Northwood-street, Birmingham, under the style or firm of Walton and Bowden, has been dissolved, by mutual consent, as and from the 2nd day of November, 1891. All debts due to and owing by the said late firm will be received and paid by the said Frederick Albert Bowden, who will carry on the business in his own name.—Dated 19th day of November, 1891.

F. G. WALTON.  
F. A. BOWDEN.

**NOTICE** is hereby given, that the Partnership lately subsisting between us the undersigned, John Denby, William Hodgson Denby, and John Denby the younger, carrying on business as Worsted Spinners and Manufacturers, at Tong Park Mills, Shipley, in the parish of Bradford, in the county of York, and at Bradford aforesaid, under the style or firm of William Denby and Sons, has this day been dissolved, by mutual consent, so far as regards the said John Denby, who retires from the firm. All debts due to or owing by the said late firm will be received and paid by the said William Hodgson Denby and John Denby the younger, who will continue the said business under the present style or firm of William Denby and Sons.—As witness our hands this 12th day of November, 1891.

JOHN DENBY.  
WILLIAM H. DENBY.  
JOHN DENBY, JUNR.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Atha and Alfred Lodge, carrying on business as Joiners and Builders, at Albert-street, Lockwood, in the borough of Huddersfield, in the county of York, has been dissolved, by mutual consent, as from the 16th day of November, 1891. All debts due to and owing by the said late firm will be received and paid by the said Thomas Atha.—Dated this 16th day of November, 1891.

THOMAS ATHA.  
ALFRED LODGE.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Cecil John Cramer-Roberts and Llewelyn Lloyd, carrying on business as Wine and Spirit Merchants and Shippers, at Windsor, in the county of Berks, under the style or firm of Cramer and Co., has been dissolved, by mutual consent, as and from the 7th day of October, 1891. All debts due to and owing by the said late firm will be received and paid by the said Cecil John Cramer-Roberts.—Dated 17th day of November, 1891.

CECIL JOHN CRAMER-ROBERTS.  
LLEWELYN LLOYD.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Henry Holt and Edmund Holt, carrying on business as Solicitors, at Horbury and Dewsbury, both in the county of York, under the style or firm of Holt and Sons, has been dissolved, by mutual consent, as and from the 31st day of December, 1889. All debts due to and owing by the said late firm will be received and paid by the said Edmund Holt.—Dated 17th day of November, 1891.

GEO. H. HOLT.  
EDMD. HOLT.

**NOTICE** is hereby given, that the Partnership lately subsisting between us the undersigned, John Ness Dransfield, William Dransfield, and Charles Hodgkinson, as Solicitors, at Penistone and Sheffield, in the county of York, under the firm of Dransfields and Hodgkinson, was, on the 1st day of October last, dissolved, by mutual consent, so far as regards the said John Ness Dransfield, who on that day retired from the business. The said business will be carried on by the said William Dransfield and Charles Hodgkinson, under the style of Dransfield and Hodgkinson.—Dated this 17th day of November, 1891.

JNO. N. DRANSFIELD.  
WM. DRANSFIELD.  
CHAS. HODGKINSON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick John Jarvis and Francis Jarvis, carrying on business as Wine Importers, General Provision Salesmen, and Shipping and Commission Agents, at Tontine-street, Folkestone, under the style or firm of F. J. and F. Jarvis, has been dissolved, by mutual consent, as from the 20th day of November, 1891. All debts due to and owing by the said late firm will be received and paid by the said Frederick John Jarvis.—Dated this 20th day of November, 1891.

F. J. JARVIS.  
F. JARVIS.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Dugdale Sunderland, Henry Metcalfe, and Edward Metcalfe, all of Stanbury, near Keighley, carrying on business as Builders and Contractors, at Stanbury aforesaid, under the style or firm of Sunderland and Metcalfe, has been dissolved, by mutual consent, as and from the 19th day of September, 1891.—Dated 18th day of November, 1891.

JOHN DUGDALE SUNDERLAND.  
HENRY METCALFE.  
EDWARD METCALFE.

**NOTICE** is hereby given, that the Partnership heretofore existing between us the undersigned, James Whitney Wood and Francis Simpson, as Team Owners and Forwarding Agents, at 20A, Union-street, and 3, Pickop-street, in the city of Liverpool, has, as from the 14th day of November instant, been dissolved by mutual consent. All debts due by or from the said firm will be paid and received by the said James Whitney Wood.—As witness our hands this 18th day of November, 1891.

JAMES WHITNEY WOOD.  
FRANCIS SIMPSON.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ellen Jane Matson and Charles Russell Garcia, as Mineral Water Manufacturers, at Bannister-street, Southampton, has been dissolved, as from the 5th day of November instant, by mutual consent.—Dated this 21st day of November, 1891.

ELLEN JANE MATSON.  
CHARLES RUSSELL GARCIA.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Smith and Samuel Smith, carrying on business as Hairdressers and Perfumers, at 47, the Market-place, Reading, in the county of Berks, under the style or firm of John Smith and Son, has been dissolved, by mutual consent, as and from the 19th day of November, 1891. All debts due to and owing by the said late firm will be received and paid by the said Samuel Smith.—Dated this 19th day of November, 1891.

JOHN SMITH.  
SAMUEL SMITH.

[Extracts from the Edinburgh Gazette of November 20-1891.]

**NOTICE.**

**T**HE Subscribers beg to intimate that they have been from 1st May, 1891, and now are, the sole Partners of Henry Widnell and Company, Carpet Manufacturers, Bonnyrigg, near Lasswade, and Rosslyn.

Lasswade, 16th November, 1891.

GEORGE STEWART.  
JOHN GEORGE STEWART.

Charles Morton Penman, Clerk, 39, Dundas-street, Bonnyrigg, Witness.

John Alexander, Clerk, 112, West Bow, Edinburgh, Witness.

**NOTICE.**

**T**HE Copartnership of Adam Wilson and Sons, Timber Merchants, at Auchinleck, Dailly, and Troon, in the parish and county of Ayr, Scotland, and at Dundalk, Ireland, of which the Subscribers were the sole Partners, was dissolved of mutual consent on 30th September, 1891, by the retiral of James Wilson from said firm; and Intimation is hereby given, that the Subscribers William Wilson, Gilbert Wilson, and David Wilson, are now the sole Partners of that firm, and that they will receive payment of all debts due to, and will pay all debts due by, the said firm so far as refers to the business in Scotland, and the said James Wilson will receive payment of all debts due to, and will pay all debts due by, said firm so far as refers to the business in Ireland. The business in Scotland will be carried on by the said William Wilson, Gilbert Wilson, and David Wilson, under the name of Adam Wilson and Sons, and the business in Ireland by the said James Wilson in his own name.

Ayr, 17th November, 1891.

WILLIAM WILSON.  
GILBERT WILSON.  
DAVID WILSON.  
JAMES WILSON.

David Crawford, Accountant, Ayr, Witness.

Thomas Rencassel Crawford, Accountant, Ayr, Witness.

**MARY PEDDER, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Mary Pedder, deceased, late the wife of Richard Pedder, of Finsthwaite House, Finsthwaite, in the county of Lancaster, Esq. (who died on the 22nd day of April, 1891, and to whose personal estate letters of administration, with will annexed, were granted by the Lancaster District Registry of the Probate Division of Her Majesty's High Court of Justice, to the Reverend John Wilson Pedder, of Churchdown, Garstang, in the county of Lancaster, Clerk in Holy Orders, Thomas Dodd, of 47, Lune-street, Preston, in the said county, Gentleman, and Henry Dodd, of 11, West Cliff aforesaid,

Gentleman), are hereby required, on or before the 21st day of December next, to send particulars of their claims and demands to the undersigned, as Solicitors for the said administrators; after which date the said administrators 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 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 20th day of November, 1891.

T., H., and T. DODD, 47, Lune-street, Preston, Solicitors for the Administrators.

**RICHARD PEDDER, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Richard Pedder, late of Finsthwaite House, Finsthwaite, in the county of Lancaster, Esq., deceased (who died on the 1st day of May, 1891, and whose will was proved in the Lancaster District Registry of the Probate Division of Her Majesty's High Court of Justice, by the Reverend John Wilson Pedder, of Churchtown, Garstang, in the county of Lancaster, Clerk in Holy Orders, Thomas Dodd, of 47, Lune-street, Preston, in the said county, Gentleman, and Henry Dodd, of 11, West Cliff, Preston aforesaid, Gentleman, the executors therein named, on the 7th day of August, 1891), are hereby required to send particulars of their claims and demands to the undersigned, the Solicitors for the executors, on or before the 21st day of December next; after which date the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 20th day of November, 1891.

T., H., and T. DODD, 47, Lune-street, Preston, Solicitors for the Executors.

**ALEXANDER RODGER, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Alexander Rodger, late of Beacon Hill, Beaconsfield-road, Woolton, near Liverpool, in the county of Lancaster, Gentleman (who died on the 25th June, 1891, 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 1st day of August, 1891, by John Graham Rodger, William Rodger, and Arthur Wilson Ronald, the executors therein named), are hereby required to send, in writing, the particulars of their claims or demands to us, the undersigned, on or before the 31st day of December, 1891; 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 or demands of which they shall then have had notice; and that the said executors will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November, 1891.

WHITLEY and CO., 2, Cook-street, Liverpool, Solicitors for the Executors.

**SARAH JONES, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Sarah Jones, formerly of 59, Opie-street, in the city of Liverpool, and late of 14, High-street-terrace, Windermere, in the county of Westmorland, Spinster, deceased (who died on the 11th day of October, 1891, 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 October, 1891, by Edward Neep, of 77A, Lord-street, Liverpool aforesaid, Estate Agent, the executor therein named), are hereby required to send the particulars, in writing, of the claims or demands to us, the undersigned, Solicitors for the said executor, on or before the 31st day of December, 1891; after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 21st day of November, 1891.

WHITLEY and CO., 2, Cook-street, Liverpool.

Captain FREDERICK STOODLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Frederick Stoodley, late of 21, Sydney-buildings, Bath, Captain in Her Majesty's 16th Lancers (who died on the 25th day of September, 1891, and whose will was proved on the 12th day of November, 1891), are required to send particulars in writing of their claims to the undersigned Solicitor for the executor, on or before the 18th day of December, 1891; after which date the executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated this 18th day of November, 1891.

HERBERT W. GIBBS, 5, Northumberland-buildings, Bath, Solicitor for the Executor.

Major ERNEST RIDDLE EVANS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Ernest Riddle Evans, late of 94, Piccadilly, in the county of Middlesex, a Major in the Royal Welsh Fusiliers, deceased (who died at Palosi Hazara, in the East Indies, on the 5th day of April, 1891, and whose will was proved on the 15th day of July, 1891, in the Principal Registry of the Probate Division of the High Court of Justice, by the Reverend Henry Whitelock Turner, of Colton Rectory, near Norwich, in the county of Norfolk, Clerk in Holy Orders, and John Hardinge King Griffith, of Plas Brereton, Carnarvon, in the county of Carnarvon, a Captain in the Royal Welsh Fusiliers, the executors thereinnamed), are required to send particulars, of their claims, on or before the 20th day of December 1891, to Messrs. F. C. Mathews and Browne, of 151, Cannon-street, in the city of London, Solicitors; after which time the executors will be at liberty to distribute the assets of the said testator, or any part thereof, amongst the persons entitled thereto, having regard to the claims of which the executors have then had notice; and will not be liable for the assets, or any part thereof, so distributed, to any person of whose claim such executors shall not have had notice at the time of distribution of the said assets, or any part thereof, as the case may be.—Dated this 19th day of November, 1891.

F. C. MATHEWS and BROWNE, 151, Cannon-street, London, E.C., Solicitors for the Executors.

FRANCIS HAYTER, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Francis Hayter, late of 69, Warrington-crescent, Maida Hill, London, Commander on the Retired List of Her Majesty's Navy (who died on the 13th day of May, 1891, and whose will was proved in the month of October, 1891, in the Principal Registry of the Probate Division of the High Court of Justice, by Henry Goodenough Hayter and Owen Edward Hayter, of George-yard Wharf, 36, Upper Thames-street, in the city of London, Packers, two of the executors named in the will), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, as Solicitors for the executors, on or before the 20th day of December, 1891; 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, or demands of which they shall then have 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 20th day of November, 1891.

FELL and ARMSTRONG, 46, Queen Victoria-street, in the city of London, Solicitors for the Executors.

JOHN BESSELL, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Bessell, late of the Old Ford Hotel, Lynchford-road, adjoining the Aldershot Camp South Eastern Railway Station, Ash, in the county of Surrey, Licensed Victualler and a Pensioner 17th Lancers (who died on the 1st day of October, 1891, and whose will was proved by Lewis Ascott, of the Norfolk Arms,

North End, Fulham, Licensed Victualler, and George Shepherd, of the Cock Tavern, 27, Great Portland-street, London, Licensed Victualler, the executors thereinnamed, on the 26th day of October, 1891, in the Principal 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 me, the undersigned, their Solicitor, on or before the 31st day of December, 1891; 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 executor 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 17th day of November, 1891.

W. E. FOSTER, Aldershot, Solicitor for the Executor.

LAWRENCE REED, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Lawrence Reed, late of 6, Holly-avenue, in the city and county of Newcastle-upon-Tyne, Gentleman, deceased (who died on the 23rd day of September, 1891, and whose will was proved in the Newcastle-upon-Tyne District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 13th day of November, 1891, by Richard Bellwood and John White, the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 30th day of December, 1891; after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 20th day of November, 1891.

DICKINSON, MILLER, and DICKINSON, 46, Grainger-street West, Newcastle-on-Tyne.

ALARICH BRÜGGEMANN, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Alarich Brüggemann, late of 30, Ducie-street, Oxford-street, in the city of Manchester, Merchant, deceased (who died on the 31st day of May, 1891, and whose will was proved in the Manchester Registry of the Probate Division of the High Court of Justice, on the 3rd day of September, 1891, by Louis Grommé, the sole executor thereinnamed), are required to send in the particulars, in writing, of their debts, claims, or demands to us, the undersigned, the Solicitors for the said executor, on or before the 5th day of January, 1892; after which day the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and he, the said executor, will not be liable for the assets, or any part thereof, so distributed, to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated the 20th day of November, 1891.

WITHINGTON, PETTY, and BOUTFLOWER, 11, Spring-gardens, Manchester, Solicitors for the Executor.

RICHARD CHARLES SYMONDS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having claims or demands upon the estate of Richard Charles Symonds, late of 18, Grosvenor-road, Newcastle upon-Tyne, Bachelor, deceased (who died on the 6th day of April, 1891, and to whose estate and effects letters of administration were granted on the 6th day of June, 1891, by the District Registry of the Probate Division of the High Court of Justice, to Ellen Jay Symonds), are hereby required to send, in writing, full particulars of such claims and demands to us, the undersigned, on or before the 1st day of December next; after which date 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 we shall then have notice; and that she will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person of whose debt or claim we shall not then have notice.—Dated this 14th day of November, 1891.

LAZENBY and APPLEBY, St. Nicholas-chambers, Newcastle-on-Tyne, Solicitors for the Administratrix.



**THOMAS HILLS, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims against the estate of Thomas Hills, late of Upton, Bexley, in the county of Kent, Farmer, deceased (who died on the 19th day of October, 1891, whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of November, 1891, by Henry Peas, of Orchard House, Woolwich-road, Bexley Heath, Farmer, the executor thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 25th December, 1891; after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or parties of whose claims or demands they shall not then have had notice.

J. and J. C. HAYWARD, Dartford, Kent, Solicitors for the Executors.

**MARGARET LESLIE, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Margaret Leslie, late of 6, Stainsby-road, Poplar, in the county of Middlesex, Widow (who died on the 15th day of October, 1891, and whose will was proved by Emma Gibbons and Janet Blacklock, the executrices thereinnamed, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 24th day of October, 1891), are hereby required to send particulars in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executrices, on or before the 26th day of December, 1891; and notice is hereby given, that at the expiration of that time the said executrices 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 they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1891.

MARSH and TURNER, 2, Fen-court, E.C., and Poplar, E., Solicitors for the Executrices.

**THOMAS PRATTLEY, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Thomas Prattley, late of West Parade, in the city of Lincoln, deceased (who died on the 6th day of June, 1891, and whose will was proved on the 17th day of July, 1891, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by William Frederick Farrington, one of the executors named in the said will), are required to send in particulars of their debts, claims, or demands to me, the undersigned, on or before the 24th day of December next; at the expiration of which time I shall proceed to administer the estate and distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims only of which I shall then have had notice; and for the assets, or any part thereof, so administered or distributed, I shall not be liable to any person of whose debt, claim, or demand I shall not then have had notice; and all persons indebted to the estate of the said deceased, are requested forthwith to pay the amount of their debts respectively to me.—Dated this 21st day of November, 1891.

WM. F. FARRINGTON, 34, John Dalton-street, Manchester, Solicitor and Executor.

**Reverend THOMAS WOODRUFF, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of the Reverend Thomas Woodruff, late of Wistow, in the county of Huntingdon, Clerk in Holy Orders, Rector of Wistow aforesaid, M.A., and Canon of Ely, deceased (who died on the 29th day of September, 1891, and whose will, with two codicils thereto, was proved in

the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 10th day of November, 1891, by George John Braikenridge, of 16, Bartlett's-buildings, in the city of London, Solicitor, the executor named in the will), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 31st day of December, 1891; after which date the said executor 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 he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 19th day of November, 1891.

F. J. and G. J. BRAIKENRIDGE, 16, Bartlett's-buildings, London, E.C., Solicitors for the Executor.

**GEORGE FOGDEN, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of George Fogden, late of Ham Farm, in the parish of Sidlesham, in the county of Sussex, Yeoman, deceased (who died on the 2nd day of June, 1883, and whose will was proved in the Chichester District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 2nd day of July, 1883, by Frank Fogden, of Ham Farm, Sidlesham aforesaid, Farmer, and Newton Clayton, of the same place, Yeoman, the executors thereinnamed), are hereby required to send particulars, in writing, of their respective claims and demands to the said executors, at the office of their Solicitor, Mr. Albert Gregory, East Pallant, Chichester, in the county of Sussex, on or before the 31st day of December, 1891; after which date the said executors will proceed to distribute the estate of the said George Fogden, deceased, among the persons entitled thereto, having regard only to the claims or demands of which the said executors 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 claims and demands he shall not then have had notice.—Dated this 18th day of November, 1891.

A. GREGORY, East Pallant, Chichester, Solicitor for the Executors.

**JESSIE BANNERMAN, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Mrs. Jessie Bannerman, late of Bon Accord, York-road, Chorlton-cum-Hardy, Manchester, in the county of Lancaster, Widow, deceased (who died on the 24th day of July, 1891, and whose will was proved in the Manchester District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 7th day of September, 1891, by William Peddie, of 17, York-road, Chorlton-cum-Hardy, Cashier, and Lawrence Sykes, of 30, Cross-street, Manchester, Solicitor, the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Lawrence Sykes, on or before the 31st day of December, 1891; after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November, 1891.

LAWRENCE SYKES, 30, Cross-street, Manchester, Solicitor for the Executors.

**AGNES JANE THORN, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**A**LL creditors having claims against the estate of Agnes Jane Thorn, late of Woodside, Churchill-road, Winchmore Hill, in the county of Middlesex, Spinster, deceased, are required to send the same to the undersigned, on or before the 20th day of December, 1891; after which date the assets of the deceased will be distributed by her executor.—Dated this 20th day of November, 1891.

PEACOCK and GODDARD, 3, South-square, Gray's-inn, London, Solicitors for the Executor.

**JOSEPH BERRY, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given, that all persons having claims against the estate of Joseph Berry, late of 85, Upper Hanover-street, Sheffield, Gentleman, deceased (who died on the 26th April, 1891, and whose will was proved at Wakefield, on 13th June, 1891, by Mary Jane Berry and Thomas Wadsworth, the executors), are hereby required to send particulars of their claims to me, the undersigned, Herbert Bramley, on or before the 2nd day of January, 1892; after which date the executors will distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated this 21st day of November, 1891.

**HERBERT BRAMLEY**, 6, Paradise-square, Sheffield, Solicitor for the Executors.

**MARIANNE GRAY WARREN, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Marianne Gray Warren, formerly of Chilvester Lodge, Calne, Wiltshire, afterwards of 18, Orsett-terrace, Paddington, but late of 60, Mount Ephraim, Tunbridge Wells, in the county of Kent, Widow, deceased (who died on the 26th day of August, 1891, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 24th day of October, 1891, by West Awdry, of Chippenham, Wilts, one of the executors thereinnamed) are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, on or before the 31st day of December, 1891; after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 19th day of November, 1891.

**J. and D. AWDRY**, Chippenham, Wilts, Solicitors for the said Executor.

**HILDYARD BARLEY, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Hildyard Barley, formerly of 151, Queen's-road, Finsbury Park, Middlesex, but late of the Lees, Willesborough, Kent, Mercantile Clerk, deceased (who died on the 23rd day of September, 1890, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 12th day of January, 1891, by the executors named in the said will), are required to send full written particulars of their claims to us, the undersigned, Solicitors for the said executors, on or before the 15th day of December, 1891; after which date the executors will distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims and demands of which the said executors shall then have notice; and they will not be liable for the assets of the said testator, 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 21st day of November, 1891.

**HARMAN and COLLIER**, 26, Paternoster-row, London, E.C., Solicitors for the Executors.

**ROSA MADELINE ELIZA AYLMER RIVERS, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and others having any claims or demands against the estate of the late Rosa Madeline Eliza Aylmer Rivers, formerly of 6, Elm-villas, Fernlea-road, Balham, Surrey, and late of 4, Clifton-road, Brighton, Sussex, and 31, Cornwall-road, Bayswater, Middlesex, Widow, deceased (who died on the 27th day of June, 1891, at 31, Cornwall-road aforesaid, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 22nd day of October, 1891, by Robert John May, of 18, Perran-road, Tulse Hill, Surrey, and Frederick Bennett Chapman, of 122, Fernlea-road, Balham, Surrey, the executors thereinnamed), are hereby required to send particulars of their respective claims and demands, in writing, to Messrs. A. S. Edmunds and Son, of 11, St. Bride's-avenue, Fleet-street, London, Solicitors for the said executors, on or before the 14th day of January, 1892; after which date the said 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 18th day of November, 1891.

**A. S. EDMUNDS and SON**, 11, St. Bride's-avenue, Fleet-street, London, Solicitors for the Executors.

**ELLEN SUSANNAH NOBLE, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that the creditors and all persons having any claims against the estate of Ellen Susannah Noble, late of Frolesworth Villa, Willes-road, Leamington, in the county of Warwick, Widow (who died on or about the 2nd day of October, 1891), are required, on or before the 31st day of December, 1891, to send in the same to Harry Brierly, of the Grange, Church Lawford, in the county of Warwick, Gentleman, and John Brierly, of King's Newnham, in the said county, Gentleman, the executors of the last will and testament of the said deceased, at our offices, in Lutterworth, in the county of Leicester; and notice is hereby also given, that after the said 31st day of December, 1891, the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard to the claims of which they then have notice.—Dated this 20th day of November, 1891.

**WATSON and CHANNER**, Lutterworth, Solicitors for the Executors.

**JANE ELLEN KING, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands on or against the estate of Jane Ellen King, of 185, the Grove, Hammersmith, in the county of Middlesex, Spinster, deceased (who died at 185, the Grove, Hammersmith aforesaid, on the 1st day of October, 1891, 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, 1891, by George Richard Edmunds, Esq., Dr. Walter Edmunds, and James Andrews Smith, Esq., the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 31st day of December, 1891; after which date the said executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November, 1891.

**W. H. MARSHAL**, 96, King-street, Hammersmith, Solicitor for the Executors.

**CHARLES GRABHAM, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Charles Grabham, late of Pontefract, in the county of York, Esq., Bachelor of Medicine, deceased (who died on the 13th day of June, 1891, and whose will was proved in the Wakefield District Probate Registry on the 4th day of September, 1891, by Eliza Jane Grabham, of Pontefract aforesaid, Widow, Charles Grabham, of 7, Coltart-road, Princes Park, in the parish of Toxteth, in the county of Lancaster, Merchant's Clerk, and Alfred Sinclair Leatham, of Darlington, in the county of Durham, Esq., late a Captain in Her Majesty's 75th Regiment of Foot, the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 28th day of January, 1892; after which date the said executor 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 they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November, 1891.

**ARUNDEL and SON**, Pontefract, Solicitors for the Executor.

**ROBERT COLEGATE CUMBERLAND, Deceased.**  
Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Robert Colegate Cumberland, late of 9, Rue de la station Asnières, Paris, in the Republic of France, retired Tailor, deceased (who died on the 15th day of October, 1891), are hereby required to send particulars, in writing, of their respective claims or demands to us, the undersigned, Solicitors for John William Cumberland (to whom letters of administration of the personal estate and effects of the abovenamed deceased were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 4th day of November, 1891), on or before the 1st day of January, 1892; after which date the said administrator, John William Cumberland, will proceed to distribute the estate of the said Robert Colegate Cumberland, deceased, among the persons entitled thereto, having regard only to the claims and demands of which the said administrator, John William Cumberland, shall then have received notice; and the said administrator, John William Cumberland, will not be liable for the assets so distributed, or any part or parts thereof, to any person or persons of whose claims and demands he shall not then have had notice.—Dated this 20th day of November, 1891.

A. F. and R. W. TWEEDIE, 5, Lincoln's-inn-fields London, E.C., Solicitors for the Administrator.

**SAMUEL HALL, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **A**LL persons who have any claim against the estate of Samuel Hall, late of Wrottesley-street, Birmingham, and 15, Carpenter-road, Edgbaston, Brass-founder (who died on the 8th day of May, 1891, and whose will was proved by Robert Davenport, of Birmingham aforesaid, Solicitor, and Onslow Snow, of the same place, Solicitor, the executors thereinnamed, on the 9th day of November, 1891, in the Birmingham District Registry of the Probate Division of the High Court of Justice), are to send, in writing, particulars of their claims to the undersigned, on or before the 30th day of December, 1891; after which date the executors will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they, the undersigned, may then have had notice.—Dated the 20th day of November, 1891.

SNOW and ATKINS, Princes-chambers, Corporation-street, Birmingham, Solicitors for the Executors.

**STEPHEN GRAINGER, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Stephen Grainger, late of 20, Tavistock-street, Strand, in the county of Middlesex, Gentleman, deceased (who died on the 1st day of February, 1891, at the Hotel Winchester, rue de Londres, in the city of Paris, in France, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 18th day of February, 1891, by the Reverend Thomas Henry Burnett, the executor thereinnamed), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, the Solicitors for the said executor, on or before the 15th day of January next; at the expiration of which time the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, or demands of which they shall have received notice; and that he will not be 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 20th day of November, 1891.

HOOKS, CHADWICK, ARNOLD and CHADWICK, 60, Carey-street, Lincoln's-inn, Solicitors for the Executor.

**CHARLES PATE, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Charles Pate, late of the Elms, Sheldon, Birmingham, in the county of Warwick, Gentleman, deceased (who died on the 4th day of May, 1891, and whose will was duly proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 10th day of August, 1891, by the Reverend Samuel John Sherbrooke Banks, the sole executor therein-

named), are hereby required to send particulars, in writing, of such debts, claims, or demands to me, the undersigned, the Solicitor for the said executor, on or before the 21st day of December next; after which date the said executor will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and the said executor will not be liable for the assets, or any part thereof distributed, to any persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 17th day of November, 1891.

ODDEN F. READ, Mildenhall, Suffolk, Solicitor for the Executor.

**ELIZABETH TINDALL, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **N**OTICE is hereby given, that all creditors and other persons having any claims against the estate of Elizabeth Tindall, late of 19A, Queen-street, Scarborough, in the county of York, Widow, deceased (who died on the 17th day of June, 1891, and whose will was proved in the York District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 26th day of September, 1891, by Henry Foster and George Marshall Hunter, the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims to us, the undersigned, on or before the 28th day of December, 1891; after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims they shall not then have had notice.—Dated this 19th day of November, 1891.

TATE, COOK, and FOWLER, 29, Westborough, Scarborough, Solicitors for the Executors.

**JOHN PORTER, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors or other persons having any claims or demands against the estate of John Porter, late of Skirbeck, in the county of Lincoln, Clerk to the Holland Justices, deceased (who died on the 8th day of January, 1890, and whose will was proved in the Lincoln District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 21st day of February, 1890, by James Brebner, of 212, Piccadilly, W., Bank Manager, John Southern Porter, of 2, Cophall-buildings, E.C., Stockbroker, and Henry Richman Porter, of 112, Bishopsgate-street, E.C., Bank Clerk, the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, on or before the 20th day of December, 1891; after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims or demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November, 1891.

H. SNAITH, 10, New-street, Boston, Solicitor for the Executors.

**ELLA MARTHA DITMAS, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Ella Martha Ditmas, late of 23, Buckley-road, Brondesbury, in the county of London, deceased (who died on the 13th day of November, 1890, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 10th day of March, 1891, by Harold Percy Ditmas, of the city of York, one of the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims and demands to us, the undersigned, on or before the 12th day of December, 1891; after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 24th day of November, 1891.

SMITHSON and TURNER, 54, Coney-street, York, Solicitors for the Executor.

**THOMAS SOWERBY, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Sowerby, late of Little Salkeid, in the parish of Addingham, in the county of Cumberland, Miller, deceased (who died on the 7th day of September, 1891, intestate, and to whose estate and effects letters of administration were granted by Her Majesty's High Court of Justice, at the District Probate Registry at Carlisle, on the 10th day of November, 1891, to Sarah Bell, Widow), are hereby required to send in particulars, in writing, of their claims and demands upon or against the estate of the said deceased, to Messrs. Arnison and Co., Solicitors, Penrith, on or before the 29th day of December next; after which date the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, or otherwise deal therewith, having regard only to the claims and demands of which she shall then have had notice; and she will not be answerable or liable for the assets of the said deceased, or any part thereof, so distributed, or otherwise dealt with, to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 24th day of November, 1891.

ARNISON and CO., Solicitors for the Administratrix.

**CHARLES HENRY BINSTED, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Charles Henry Binsted, formerly of Portsmouth and Southsea, in the county of Southampton, and late of St. Leonards-on-Sea, in the county of Sussex, Solicitor, deceased (who died on the 9th day of January, 1891, at St. Leonards-on-Sea aforesaid, 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 November, 1891, by Charlotte Amelia Binsted, of Branksea, 3, Albany-road, St. Leonards-on-Sea aforesaid, Widow, and Walker Cuming, of Broadlands, 6, Sandrock-road, Tunbridge Wells, Kent, Esq., the executors thereinnamed), are hereby required to send particulars, in writing, of their claims or demands, to us, the undersigned, the Solicitors for the said executors, on or before the 16th day of January, 1892; after which date they will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 23rd day of November, 1891.

RAPER and ELLMAN, Battle, Sussex, Solicitors for the Executors.

**GEORGE SIBLEY, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**N**OTICE is hereby given, that all persons having any claims or demands against the estate of George Sibley, late of the Mount, Caterham, in the county of Surrey, Civil Engineer, a Companion of the Indian Empire (who died on the 25th day of October, 1891, and whose will has been proved by Septimus William Sibley and Sir John Tomes, the executors thereof), are required to send particulars of their debts, claims, or demands to the said executors, at the office of the undersigned, on or before the 31st day of December, 1891; after which day the said executors will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for any claim or demand of which they shall not then have had notice.—Dated this 20th day of November, 1891.

BIRT and FOLLETT, Townhall-chambers, Southwark, London, S.E., Solicitors for the Executors.

**MILES MILLS, Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

**A**LL persons having claims against the estate of Miles Mills, late of 28, Stoneleigh-street, Oldham, in the county of Lancaster, Leather Manufacturer (who died on the 25th of June last, 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 instant, by Whitworth Mills and Asa Mills, the executors thereinnamed), must send particulars, in writing, of such claims to the undersigned, before the 30th December

next; after which date the executors will distribute the assets among the persons entitled, having regard only to the claims of which they shall then have had notice.—Dated the 21st day of November, 1891.

A. E. SMITH, 21, Queen-street, Oldham, Solicitor for the Executors.

**T**O be sold, pursuant to a Judgment of the High Court of Justice, Chancery Division, made in an action Miller v. Burne, 1890, M., 3134, with the approbation of Mr. Justice North, the Judge to whom this action is attached, by Mr. Percival Hodson, the person appointed by the said Judge, at the Mart, Tokenhouse-yard, Bank of England, on Monday, the 14th of December, 1891, at two o'clock, in seven lots, the following freehold property, viz.:

Lot 1. A freehold shop and house, 1, St. James's-place, Uxbridge-road, Hanwell, Middlesex, let on agreement at £28 per annum.

Lot 2. A freehold house and shop, 2, St. James's-place aforesaid, let on annual tenancy at £32 per annum.

Lot 3. A freehold shop and house, 3, St. James's-place aforesaid, let on annual tenancy at £32 per annum.

Lot 4. A semi-detached freehold villa, known as 1, St. Leonards-villas, Church-road, Hanwell aforesaid, with possession, of the rental value of £28 per annum.

Lot 5. The adjoining and similar freehold house, 2, St. Leonards-villas aforesaid, with possession, of the rental value of £28 per annum.

Lot 6. A semi-detached freehold villa, 3, St. Leonards-villas aforesaid, with possession, of the rental value of £28 per annum.

Lot 7. A similar freehold semi-detached villa, 4, St. Leonards-villas aforesaid, let at £28 per annum.

Particulars and conditions of sale may be had (gratis) of Messrs. Wedlake, Letts, and Wedlake, Solicitors, 3, Serjeants'-inn, Temple, E.C.; of Mr. Percival Hodson, Auctioneer, 223, Seven Sisters-road, Finsbury Park, N.; and at the place of sale.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Frederick Hockett, deceased, and in an action Evans and others against Hockett and another, 1891, H., No. 3241, the creditors of the abovenamed Frederick Hockett, late of 16, Hall-street, Dudley, in the county of Worcester, Butcher, deceased, who died on or about the 7th day of August, 1891, are, on or before the 21st day of December, 1891, to send by post, prepaid, to Henry l'Anson Ward, of 24, John-street, Bedford-row, in the county of London, the Solicitor for the defendant, Ann Maria Hockett, the administratrix of the said 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 Order. Every creditor holding any security is to produce the same before Mr. Justice Chitty, at his chambers, at the Royal Courts of Justice, Strand, London, on Friday, the 15th day of January, 1892, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1891.

GEO. S. WARMINGTON, 27, Walbrook, London, E.C.; Agent for

WARMINGTON and THOMPSON, Dudley, Solicitors for the Plaintiffs.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Charles William Pridham, deceased, and in an action of Rugg and Hobbins v. Sparshatt and Alexander, 1891, P., No. 1704, the creditors of the said Charles William Pridham, late of 10, Cromwell-crescent, Kensington, in the county of London, Surgeon, who died in or about the month of June, 1890, are on or before the 11th day of December, 1891, to send by post, prepaid, to Ernest Ash, of 30, Moorgate-street, in the city of London, the Solicitor for the defendants, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Stirling, at his chambers, the Royal Courts of Justice, London, on the 18th day of December, 1891, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1891.

ERNEST ASH, 30, Moorgate-street, E.C., Solicitor for the Defendants.

**P**URSUANT to an Order of the Chancery Division of the High Court of Justice, made on the 11th day of August, 1891, in the matter of the estate of Francis William Ticehurst, deceased, and in an action Pigou Wilks and Laurance Limited against Hooper, 1891, T., 1368, the creditors of Francis William Ticehurst, late of the Lawn, Ward End, in the county of Warwick, Manufacturer, who died on the 3rd day of July, 1891, are, on or before the 23rd day of December, 1891, to send by post, prepaid, to E. H. Davies, of 30, Bedford-row, London, W.C., a member of the firm of Harrison and Davies, of the same place, the Solicitors for the defendant, Montgomery Hooper, the executor 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 Order. Every creditor holding any security is to produce the same before Mr. Justice Kekewich, at his chambers, the Royal Courts of Justice, London, on Wednesday, the 13th day of January, 1892, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1891.

HARRISON and DAVIES, 30, Bedford-row, London, W.C., Solicitors for the Defendants.

**P**URSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster, made in the matter of the estate of Levi Lumb, deceased, and in an action Lumb against Lumb, the creditors of Levi Lumb, late of Meanwood House, Rochdale, in the county of Lancaster, Gentleman, who died in or about the month of June, 1888, are, on or before the 24th day of December, 1891, to send by post, prepaid, to John T. Worth, of Old Market-place, Rochdale, in the county of Lancaster, the Solicitor for the defendant, Levi Ogden Lumb, the administrator of the 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 Order. Every creditor holding any security is to produce the same before the Registrar of the Manchester District, at his chambers, situate at Duchy-chambers, 2, Clarence-street, in the city of Manchester, on Friday, the 8th day of January, 1892, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 19th day of November, 1891.

In the Matter of a Deed of Assignment for the Benefit of Creditors, dated the 17th day of August, 1891, executed by Eli Knowles, of Palatine-buildings, Great Harwood, in the county of Lancaster, Architect, Tobaccoist, and Chipped Potato Dealer.

**N**OTICE is hereby given, that the Trustee under the above deed will, on the 10th day of December next, or as soon thereafter as conveniently may be, make a First and Final Dividend under the above deed of the estate of the said Eli Knowles amongst those creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the said 10th day of December next, send the same to Mr. John Robert Ecroyd, of the Imperial-chambers, Accrington, in the said county; Accountant, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 20th day of November, 1891.

D. L. SPRAKE, 10, Burnley-road, Accrington, Solicitor for the Trustee.

In the Matter of a Deed of Assignment, executed 27th October, 1891, by John Shaw, of Burnley-road, Mytholmroyd, near Halifax, Cabinet Maker.

**C**REDITORS to send particulars of their claims to Mr. Dan Cross ey, of Hebdon Bridge Yorkshire, Auctioneer, the Trustee, before the 16th December, 1891, otherwise they will be excluded from the benefit of Dividend.—Dated 21st November, 1891.

J. W. SHAW, Hebdon Bridge, Solicitor for the Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors, executed on the 18th day of August, 1891, by James McCredie, of 32, Cannon-street, in the city of Manchester, Paper Agent and Merchant.

**T**HE creditors of the abovenamed James McCredie who have not already sent in their claims are required, on or before the 5th day of December, 1891, to send in their names and addresses, and the particulars of their debts or claims, to Thomas Sharples, of 17, Cooper-street, in the city of Manchester, Chartered Accountant, the Trustee under the said deed, or in default thereof they

will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1891.

ADDLESHAW and WARBURTON, 15, Norfolk-street, Manchester, Solicitors for the Trustee.

In the Matter of a Deed of Assignment for Benefit of Creditors, executed on the 25th day of June, 1891, by Arrowsmith Lackenby, trading as Audas and Leggatt, and carrying on business at 17, Paragon-street, 73, South-street, and residing at 12, Trinity-square, all in the town and county of Kingston-upon-Hull.

**N**OTICE is hereby given, that a First Dividend is intended to be declared in the above matter. The creditors of the above Arrowsmith Lackenby are required, on or before the 18th day of December, 1891, to send in their names and addresses, and the particulars of their debts or claims, to Mr. William Robert Locking, of Cogan House, Bowlalley-lane, Kingston-upon-Hull aforesaid, Chartered Accountant, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1891.

THO. STEPHENSON, Temple-buildings, Hull, Solicitor for the said William Robert Locking and Joseph Henry Scott, of Victoria-chambers, Bowlalley-lane aforesaid, Accountant, and General Manager of the Hull and Grimsby Traders' Association, the joint Trustees under the said Deed.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Jeffery, of 3, Old Humphrey's-avenue, All Saints-street, Hastings, of no occupation.

**T**HE creditors of the abovenamed George Jeffery who have not already proved their debts are required, on or before the 9th day of December, 1891, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Arthur S. Cully, of 4, Pavilion-buildings, Brighton, 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 17th day of November, 1891.

A. S. CULLY, Official Receiver and Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Hampden Whalley, of 9, St. Alban's-road, Victoria-road, Kensington, in the county of Middlesex, of Plas Madoc and of Delph, both in the county of Denbigh, of Trevor in the counties of Denbigh and Merioneth, and of Clockfaen in the county of Montgomery, and late of 18, Gloucester-place, Portman-square, and of 18, Michael's-grove, South Kensington, both in the county of Middlesex, and of Rhone-villas, Taplow, in the county of Bucks, Esquire, Member of Parliament for Peterborough.

**L**AURENCE HASLUCK, of 17, Holborn-viaduct, E.C., Chartered Accountant, has been appointed Trustee of the property of the debtor, in the place of Edmund Charles Chatterley. All persons having in their possession any of the effects of the debtor must deliver them to the Trustee, and all debts due to the debtor must be paid to the Trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the Trustee.—Dated this 19th day of November, 1891.

In the County Court of Lancashire, holden at Manchester. In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of Elliott and Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the abovenamed Company by the County Court of Lancashire, holden at Manchester, was, on the 21st day of November, 1891, presented to the said Court by Joseph Mather and Jonathan Kitchen, of the Severn Welded Boiler Works, Derby, in the county of Derby, Boiler Manufacturers, trading as Mather and Kitchen, creditors of the said Company; and that the said petition is directed to be heard before the Court sitting at the Court-house, Quay-street, in the city of Manchester, on the 4th day of December, 1891, at ten o'clock in the forenoon; and any creditor or contributory of the said Company desirous to support or oppose the making of an Order on the said petition, may appear at the time of hearing by himself, or his Solicitor or 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 undersigned, on payment of the regulated charge for the same.—Dated this 23rd day of November, 1891.

ADDLESHAW and WARBURTON, 15, Norfolk-street, Manchester, Solicitors for the Petitioners.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed not later than six o'clock in the afternoon of the 3rd day of December, 1891.

In the High Court of Justice, in Bankruptcy.

In the Matter of a Bankruptcy Petition, filed the 21st day of November, 1891.

To Louis David Cohen, lately of 192, Aldersgate-street, in the city of London, in copartnership with Thomas Frank Lynch, under the style or firm of Lynch and Co., as Druggists and Sundriesmen, formerly residing at 25, Pembridge-gardens, Bayswater, and lately residing at 8, Pembridge-square, Bayswater, in the county of London, but whose present address is unknown to the petitioner, Saul Solomon.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Saul Solomon, of 58, Finsbury-pavement, in the county of London, Solicitor, and the Court has ordered that the publication of this notice in the London Gazette, and in the Daily Telegraph and Morning Post newspapers, 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 8th day of December, 1891, at half-past eleven o'clock in the forenoon, 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 23rd day of November, 1891.

J. E. LINKLATER, Registrar.

The Bankruptcy Acts, 1883 and 1890.

In the County Court of Leicestershire, holden at Leicester.

In Bankruptcy. No. 82 of 1891.

Re William Dexter, residing at 94, Highcross-street, Leicester, and Alfred Gelsthorpe, residing at 59, Noble-street, Leicester, together as W. Dexter and Co., at 94, Highcross-street and 10, Highcross-street, Leicester, Boot and Shoe Manufacturers and Boot Dealers.

NOTICE is hereby given, that there being in the hands of the Trustee in the above Bankruptcy a surplus estimated at £7, arising from the separate estate of William Dexter, 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 19th day of November, 1891.

A. C. PALMER, Trustee, St. George's-chambers, Grey Friars, Leicester.

THE BANKRUPTCY (DISCHARGE AND CLOSURE) ACT, 1887.

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	Date of Adjudication or Resolution for Liquidation.	Day and Hour fixed for Hearing.
Wilkes, George ... ..	Pall Mall, Hanley, formerly Caudon - road, Hanley	Carrier's Agent, formerly Grocer and Provision Dealer	Hanley, Burslem, and Tunstall	July 21, 1882 ...	Dec. 15, 1891, 11 A.M., Townhall, Hanley
Rhodes, Joseph ... ..	Late of the Orchards, Slade-lane, and now of Croft Bank, Osborne-road, Coston-park, both in Levenshulme, Lancashire	Salesman and Builder ... ..	Manchester ... ..	Sept. 25, 1883 ...	Dec. 23, 1891, 12 noon
Richard, Thomas ... ..	Perran-ar-worthal, Cornwall ... ..	Farm Labourer ... ..	Truro... ..	Jan. 12, 1867 ...	Dec. 11, 1891, 11.30 A.M.

**THE BANKRUPTCY ACTS, 1883 AND 1890.**

**RECEIVING ORDERS.**

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3731	Allison, William...	Junior Carlton Club, Pall Mall, and 153, Fleet-street, both in the county of London	Journalist... ..	High Court of Justice in Bankruptcy	Aug. 11, 1891	1047 of 1891	Sept. 14, 1891	597	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3732	Brooks, Albert ...	Lately trading at 125, 127, and 129, Westminster Bridge-road, in the county of London Also lately trading at 133, Westminster Bridge-road aforesaid Residing at 2, the Terrace, Mottingham, Kent	Draper, Milliner, Boot Dealer, and Auctioneer Licensed Victualler	High Court of Justice in Bankruptcy	Nov. 10, 1891	1496 of 1891	Nov. 19, 1891	764	Creditor's ...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3733	Day, Isaac Morey ...	Oakleigh, Hainault-road, Leytonstone, in the county of London	Commission Agent ...	High Court of Justice in Bankruptcy	Nov. 19, 1891	1536 of 1891	Nov. 19, 1891	762	Debtor's	
3734	Hoare, Henry ...	22, Bryanston-square, Middlesex, and Pagehurst Farm, Staplehurst, Parsonage Farm at Frittenden, and Mountain Farm at Marden, all in Kent	Of no occupation ...	High Court of Justice in Bankruptcy	Nov. 21, 1891	1550 of 1891	Nov. 21, 1891	766	Debtor's	
3735	Josolyne, Archibald John (trading as Walter Wood ... lately trading as John Clay) ...	31, Furnival-street, Holborn, in the city of London And lately carrying on business at 24, High Holborn, in the county of London At 120, Cheapside, in the city of London Residing at Woodford, Essex	Money Lender ... ..	High Court of Justice in Bankruptcy	Sept. 1, 1891	1144 of 1891	Nov. 10, 1891	733	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3736	Lee, Mary Ann ...	67, Beckenham-road, Penge, Surrey ... ..	Milliner and Fancy Draper. Wife of Henry Lee, lately residing at and trading at 116, Shoreditch and 1, Calvert-street, both in Middlesex, she being a Married Woman trading separate and apart from her Husband, having separate estate and separate assets	High Court of Justice in Bankruptcy	Nov. 19, 1891	1532 of 1891	Nov. 19, 1891	759	Debtor's	
3737	Millns, Arthur Albert ...	127, Fenchurch-street, in the city of London, and Sugar House-lane, Stratford, Essex, and residing at Woodlands, Bedford-road, South Woodford, Essex	Paint, Colour, and Varnish Manufacturer	High Court of Justice in Bankruptcy	Nov. 19, 1891	1542 of 1891	Nov. 19, 1891	763	Debtor's	



RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3738	Rowland, Edward (trading as Rowland brothers)	18, East-road, City-road, in the county of London, trading at 33, Charlotte-street, Great Eastern-street, in the county of London	Cabinet Maker ... ..	High Court of Justice in Bankruptcy	Nov. 20, 1891	1543 of 1891	Nov. 20, 1891	765	Debtor's	
3739	Schleinitz, William ...	14, Mead-row, Kennington, Surrey, and 38, Little Britain, in the city of London, lately residing and carrying on business at 6, Cox's-court, Little Britain aforesaid	Commission Agent and Merchant	High Court of Justice in Bankruptcy	Oct. 9, 1891	1332 of 1891	Nov. 19, 1891	760	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3740	Severne, Ernest James William (carrying on business as Justin Cheyasse)	13A, York-buildings, Adelphi, Strand, Middlesex	Enquiry Agent ... ..	High Court of Justice in Bankruptcy	Oct. 13, 1891	1349 of 1891	Nov. 19, 1891	761	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3741	Toller, Richard Bremridge	6, Serjeants'-inn, Fleet-street, in the city of London, and of Rydal Mount, Weybridge, Surrey	Solicitor ... ..	High Court of Justice in Bankruptcy	Nov. 19, 1891	1531 of 1891	Nov. 19, 1891	757	Debtor's	
3742	Williams, John Charles...	Formerly of Springfield, Uttoxeter, Staffordshire, then of S. Dunpe, Rhyll, Flintshire, and late of 9, New Park-street Leicester, present residence the Petitioning Creditors are unable to ascertain, but who is domiciled in England	Late Managing Director of a Brewery Company	High Court of Justice in Bankruptcy	Oct. 20, 1891	1381 of 1891	Nov. 19, 1891	758	Creditor's..	Sec. 4-1 (G.), Bankruptcy Act, 1883
3743	James, Margaret Harry...	Bristol House, New Quay, Cardiganshire ...	Grocer and General Dealer, Wife of David James	Aberystwith ...	Nov. 19, 1891	8 of 1891	Nov. 19, 1891	8	Debtor's	
3744	Liddell, G. H. ... ..	3, Rothsay-gardens, Bedford ... ..	... ..	Bedford ...	Oct. 23, 1891	12 of 1891	Nov. 20, 1891	11	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3745	Bird, William ... ..	34, Larches-street, Birmingham, Warwickshire, formerly residing and trading at 90, Stanhope street, Birmingham aforesaid	Now out of business, formerly Grocer	Birmingham ...	Nov. 20, 1891	106 of 1891	Nov. 20, 1891	100	Debtor's	
3746	Davies, Es'her, and Davies, Mary Jane (trading as Misses Davies) ... ..	Residing at 146 Belgrave-street, in the city of Birmingham, and trading at Victoria-chambers, Martineau-street, Birmingham aforesaid	Dressmakers ... ..	Birmingham ...	Nov. 21, 1891	107 of 1891	Nov. 21, 1891	101	Debtor's	

No. 26226.

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THE LONDON GAZETTE, NOVEMBER 24, 1891.

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RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Acts or A <sup>cs</sup> of Bankruptcy proved in Creditor's Petition.
3747	Dunkley, William, otherwise Dunkley, William Henry	Residing at 153, Brighton-road, Moseley, Birmingham, Worcestershire, and lately trading at 41 and 42, Jamaica-row and 58, Corporation-street, Birmingham Warwickshire	Perambulator Manufacturer	Birmingham ...	Nov. 18, 1891	104 of 1891	Nov. 18, 1891	99	Debtor's	
3748	Beesley, William Henry	Trading at Jubilee Mill, Logwood-street, Blackburn, Lancashire, and residing at 67, St. James's-road, Blackburn aforesaid	Warper and Winder ...	Blackburn ...	Nov. 7, 1891	26 of 1891	Nov. 20, 1891	24	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
3749	Tattersall, Thomas ...	20, Steiner-street, Accrington, Lancashire, and lately trading at Star Waste Works, Antley, Accrington aforesaid	Waste Merchant ...	Blackburn ...	Nov. 20, 1891	29 of 1891	Nov. 20, 1891	25	Debtor's	
3750	Cammins, Richard Henry	Hastings House, South Acton, Middlesex ...	... ..	Brentford ...	June 5, 1891	4 of 1891	Nov. 10, 1891	15	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3751	Byrne, John ... ..	35, High-street and Loretto House, Glamis-street, both in Bognor, Sussex	Tailor ... ..	Brighton ...	Nov. 17, 1891	92 of 1891	Nov. 19, 1891	55	Creditor's...	Sec. 4-1 (H.), Bankruptcy Act, 1883
3752	Dickinson, William Richard, and Dickinson, Charles George (formerly trading as W. and C. Dickinson) ...	20, Manchester-road, Burnley, Lancashire 19, Carr-road and 26, Manchester-road, Nelson, Lancashire 20, Manchester-road, Burnley, and 26, Manchester-road, Nelson aforesaid	Watchmakers, Gold and Silver Smiths and Jewellers	Burnley...	Nov. 4, 1891	37 of 1891	Nov. 19, 1891	38	Creditor's...	Sec. 1, Bankruptcy Act, 1890
3753	Morris, John ... ..	Pimphurst, Bethersden, near Ashford, Kent, formerly Bardleden Farm, Smarden, Kent	Farm Bailiff, formerly Farmer	Canterbury ...	Nov. 19, 1891	70 of 1891	Nov. 19, 1891	61	Debtor's	
3754	Belcham, William Isaac	The Laurels, Rayleigh, Essex ... ..	Surveyor ... ..	Chelmsford ...	Nov. 18, 1891	19 of 1891	Nov. 18, 1891	16	Debtor's	
3755	Bracher, Thomas ...	High-street, Upper Caterham, Surrey ...	Grocer ... ..	Croydon ...	Nov. 18, 1891	51 of 1891	Nov. 18, 1891	41	Debtor's	
3756	Ellis, William ... ..	Formerly of Ackworth, near Pontefract, Yorkshire, now of Ossett, Yorkshire, formerly trading at Ossett aforesaid	Out of business, formerly Poulterer	Dewsbury ...	Nov. 19, 1891	33 of 1891	Nov. 19, 1891	32	Debtor's	
3757	Vincent, Samuel John ...	The Riviera Stables, Lower Erith-road, Torquay, Devonshire	Cab Proprietor ...	Exeter ...	Nov. 20, 1891	41 of 1891	Nov. 20, 1891	41	Debtor's	

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3758	Long, Walter James ...	60, Blenheim-terrace, Lower Barton-street, Gloucester, lately Berkeley and Drybrook, both in Gloucestershire, and Alvin-street and Westgate-street, both in Gloucester	Hairdresser and Tobaccoconist	Gloucester ...	Nov. 20, 1891	19 of 1891	Nov. 20, 1891	16	Debtor's	
3759	Moore, Henry ...	2, Winchcomb-cottages and Kendrick-street, both in Stroud, Gloucestershire	Furniture Broker ...	Gloucester ...	Nov. 20, 1891	20 of 1891	Nov. 20, 1891	17	Debtor's	
3760	Schofield, Joseph ...	Canal-street, Leeds-road, Huddersfield, Yorkshire	Blacksmith and Jobbing Smith	Huddersfield ...	Nov. 20, 1891	32 of 1891	Nov. 20, 1891	25	Debtor's	
3761	Byrne, Daniel Frederick	15, Norwood-terrace, Victoria-road, Headingley, Leeds, Yorkshire	Linen Manufacturer's Agent	Leeds ...	Nov. 18, 1891	96 of 1891	Nov. 18, 1891	90	Debtor's	
3762	Hargreaves, Henry ...	Cross Stamford-street, Leeds, and Cross Gates, near Leeds, Yorkshire	Boot and Shoe Manufacturer	Leeds ...	Nov. 17, 1891	95 of 1891	Nov. 17, 1891	89	Debtor's	
3763	Hiley, John ...	Trading at 138, Burley-road, Leeds, Yorkshire, residing at 2, Newton-terrace, Clay-pit-lane, Leeds	Grocer ...	Leeds ...	Nov. 18, 1891	97 of 1891	Nov. 18, 1891	91	Debtor's	
3764	Granger, Leonard ...	South Croxton, Leicestershire ...	Butcher ...	Leicester ...	Nov. 19, 1891	91 of 1891	Nov. 19, 1891	90	Debtor's	
3765	Lewis, Isaac (lately trading as the Co-operative Furnishing Stores)	34, Berkley-street, in the city of Liverpool, lately trading at 172, Scotland-road, in the city of Liverpool, and at 6, Dale-street and 6, Preesons-row, in the city of Liverpool	Now out of business, lately Furniture Dealer	Liverpool ...	Nov. 12, 1891	104 of 1891	Nov. 21, 1891	86	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3766	Porteous, Harry Drysdale	Living in lodgings at 53, Grey-road, Walton, Lancashire, lately residing at Elson-road, Formby, Lancashire, and formerly trading at 11, Brunswick-street, in the city of Liverpool, in partnership with William Moore, as Wm. Moore and Co., Flour Merchants, and afterwards at 28, Brunswick-street aforesaid, in partnership with Thomas Adam Kirkwood, as Porteous and Co., Flour Merchants	Flour Salesman ...	Liverpool ...	Nov. 20, 1891	109 of 1891	Nov. 20, 1891	84	Debtor's	
3767	Roberts, Thomas...	Residing at 31, North-road, St. Helens, Lancashire	Builder and Contractor...	Liverpool ...	Nov. 20, 1891	110 of 1891	Nov. 20, 1891	85	Debtor's	
3768	Williams, David ...	402, Scotland-road, in the city of Liverpool...	Ironfounder ...	Liverpool ...	Sept. 22, 1891	77 of 1891	Nov. 19, 1891	83	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883

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RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3769	Lewis, Samuel ... ..	Now the Northcote Club, the Street, in the town of Brecon, in the county of Brecon, formerly 45, High-street, in the town of Brecon	Now Club Manager, formerly Grocer	Merthyr Tydfil	Nov. 19, 1891	10 of 1891	Nov. 19, 1891	9	Debtor's	
3770	Burgess, Samuel... ..	Antrobus, Cheshire, lately residing and carrying on business at the Old Pole Farm, Antrobus, Cheshire	Farm Bailiff, lately Farmer	Nantwich and Crewe	Nov. 20, 1891	14 of 1891	Nov. 20, 1891	12	Debtor's	
3771	Emmet, William... .. and Histon, Arthur ... .. (trading in copartnership as Emmet and Histon)	16, Barwick-street, Gateshead, county of Durham 17, Alexandra-road, Gateshead aforesaid ...	Mason ... .. Mineral Water Manufacturer Mineral Water Manufacturers	Newcastle-on-Tyne	Nov. 19, 1891	69 of 1891	Nov. 19, 1891	62	Debtor's	
3772	Wilkinson, William ... ..	Osmotherley, Yorkshire ... ..	Labourer ... ..	Northallerton ...	Nov. 18, 1891	10 of 1891	Nov. 18, 1891	10	Debtor's	
3773	Clipsham, Henry, and Clipsham, John (trading as Henry Clipsham, and as G. and J. Clipsham)	Both of Norwell, Nottinghamshire Norwell, Nottinghamshire ... ..	Builders and Contractors	Nottingham ...	Nov. 19, 1891	60 of 1891	Nov. 19, 1891	53	Debtor's	
3774	Evans, Gwilym ... ..	Theatre-buildings, High-street, Pontypridd, late of Cash Stores, Norton Bridge, Pontypridd, Glamorganshire	Grocer and Provision Merchant	Pontypridd ...	Nov. 21, 1891	32 of 1891	Nov. 21, 1891	32	Debtor's	
3775	Trim, Albert Charles ... ..	High-street, Emsworth, Hampshire ... ..	Grocer ... ..	Portsmouth ...	Nov. 20, 1891	71 of 1891	Nov. 20, 1891	68	Debtor's	
3776	Carter, Louis Edward ... ..	2, Elizabeth-terrace, Byron-road, Weald-tone, Harrow, Middlesex, lately carrying on business at Marlborough Farm Dairy, Harrow Station, Middlesex	Farmer ... ..	St. Albans ...	Nov. 20, 1891	11 of 1891	Nov. 20, 1891	7	Debtor's	
3777	Compton, George ... ..	Winterslow, Wiltshire ... ..	Farmer ... ..	Salisbury ...	Nov. 19, 1891	30 of 1891	Nov. 19, 1891	30	Debtor's	
3778	Taffinder, Frank ... ..	40, High-street, Rotherham, Yorkshire ...	Watchmaker and Jeweller	Sheffield ...	Oct. 30, 1891	47 of 1891	Nov. 19, 1891	47	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Action or Act of Bankruptcy proved in Creditor's Petition
3779	Powell, Theodore ...	34, Church-street, Middlesborough, Yorkshire	Works Contractor ...	Stockton-on-Tees and Middlesborough	Nov. 19, 1891	67 of 1891	Nov. 19, 1891	63	Debtor's	
3780	Wilshaw, Henry ...	The Glebe Hotel, Glebe-street, Stoke-upon-Trent, Staffordshire	Licensed Victualler ...	Stoke-upon-Trent	Nov. 19, 1891	12 of 1891	Nov. 19, 1891	12	Debtor's	
3781	Robinson, Francis ...	Late West Murton, parish of Sedgfield, county of Durham, now 5, Clyde-place, Hartlepool, county of Durham	Late Farmer, now Ironworker	Sunderland ...	Nov. 19, 1891	21 of 1891	Nov. 19, 1891	21	Debtor's	
3782	Haynes, Eli ...	In lodgings at 6, Jessel-road, Walsall, Staffordshire, formerly trading at the back of 38, Birchill's-street, Walsall, lately residing at Gomer-street, Willenhall, Staffordshire, and Whitehall-road, Foster-street, Thomas-street, and 6, Jessel-road, all in Walsall	Keymaker and Locksmith	Walsall ...	Nov. 18, 1891	27 of 1891	Nov. 18, 1891	23	Debtor's	
3783	Cross, William George ...	Froomey Mill, parish of Castle Froome, Herefordshire	Miller ...	Worcester ...	Nov. 19, 1891	35 of 1891	Nov. 19, 1891	25	Debtor's	
3784	Hambridge, Charles ...	26, Newtown, Yeovil, Somersetshire ...	Coal Merchant ...	Yeovil ...	Nov. 21, 1891	8 of 1891	Nov. 21, 1891	7	Debtor's	
3785	Batty, Marianne, and Batty, Richard	Tollerton, Yorkshire ...	Farmers ...	York ...	Nov. 19, 1891	49 of 1891	Nov. 19, 1891	47	Debtor's	
		<i>The following Amended Notice is substituted for that published in the London Gazette of the 30th October, 1891.</i>								
3458	Sutton, Joseph Benjamin (trading as Joseph Sutton, lately trading as Boot and Sutton)	Residing at 23, Station-street, and trading at 4, Parliament-street, both in Sutton-in-Ashfield, Nottinghamshire, lately trading at Sutton-in-Ashfield aforesaid, as Boot and Sutton	Joiner ...	Nottingham ...	Oct. 27, 1891	56 of 1891	Oct. 27, 1891	54	Debtor's	

**ORDER RESCINDING RECEIVING ORDER.**

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Receiving Order.	Date of Rescission.	Grounds of Rescission.
Fitzgerald, Edward ... ..	25, Down-street, Piccadilly, in the county of London	Gentleman ... ..	High Court of Justice in Bankruptcy	795 of 1891	Sept. 25, 1891 ...	Nov. 13, 1891 ...	It appearing that all the creditors herein have been paid in full

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.
Allison, William ...	The Junior Carlton Club, Pall Mall, and 153, Fleet-street, both in the county of London	Journalist ...	High Court of Justice in Bankruptcy	1047 of 1891	Dec. 8, 1891	11 A.M.	33, Carey - street, Lincoln's-inn, London	Dec. 16, 1891	11.30 A.M.	34, Lincoln's-inn - fields, London, W.C.	
Berkeley, Charles Clement	1, Tower-chambers, London-wall, in the city of London	Lately trading as a Tailor and Outfitter, now Tailor's Assistant	High Court of Justice in Bankruptcy	1501 of 1891	Dec. 7, 1891	12 noon	33, Carey - street, Lincoln's-inn, London	Jan. 13, 1892	11.30 A.M.	34, Lincoln's-inn - fields, London, W.C.	
Hartshorn, Joseph ...	The Harp Public-house, Church-street, Edgware-road, Middlesex	Licensed Victualer	High Court of Justice in Bankruptcy	1237 of 1891	Dec. 9, 1891	12 noon	33, Carey - street, Lincoln's-inn, London	Jan. 14, 1892	12.30 P.M.	34, Lincoln's-inn - fields, London, W.C.	
Hume, Thomas David	74, Lancaster-gate, Hyde Park, formerly 1, the Mansions, Earl's Court, both in the county of London, and lately of 37A, Mincing-lane, in the city of London	Lately Manager to Messrs. Gray, Nephew, and Co., of 37A, Mincing-lane aforesaid, Tea Brokers	High Court of Justice in Bankruptcy	1333 of 1891	Dec. 4, 1891	12 noon	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Jan. 14, 1892	12.30 P.M.	34, Lincoln's-inn - fields, London, W.C.	
Leigh, Joseph ...	2, Raeburn-street, Brixton, Surrey	Mercantile Clerk, at present out of employment	High Court of Justice in Bankruptcy	1512 of 1891	Dec. 2, 1891	2.30 P.M.	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Jan. 15, 1892	11.30 A.M.	34, Lincoln's-inn - fields, London, W.C.	Nov. 14, 1891
Moore, William Henry	The Bull's Head, 1, Hyde-street, Bloomsbury, in the county of London	Licensed Victualer	High Court of Justice in Bankruptcy	1423 of 1891	Dec. 8, 1891	2.30 P.M.	33, Carey - street, Lincoln's-inn, London	Jan. 15, 1892	11.30 A.M.	34, Lincoln's-inn - fields, London, W.C.	
Radclyffe, Raymond...	3, Prince's-mansions, Victoria-street, Westminster, London, and of 21, John-street, Adelphi, London	Journalist...	High Court of Justice in Bankruptcy	1062 of 1891	Dec. 2, 1891	12 noon	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Jan. 15, 1892	12 noon	34, Lincoln's-inn - fields, London, W.C.	Nov. 14, 1891
Copplestone, John Bartlett (trading as Rigden and Co.)	22, Thornford-road, Lewisham, Kent, lately residing and trading at Barnstaple, Devonshire	Pianoforte Dealer and Photographer	Barnstaple ...	20 of 1891	Dec. 2, 1891	2 P.M.	Official Receiver's Office, 5B, Hammet-street, Taunton	Dec. 3, 1891	1.30 P.M.	Bridge Hall, Barnstaple	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Bailey, Robert Gorton	Residing at Hud Hey-road, Haslingden, Lancashire, and trading at Carr Hall Mill, Haslingden aforesaid	Cotton Waste Dealer	Blackburn ...	24 of 1891	Dec. 9, 1891	1.30 P.M.	County Court-house, Blackburn	Dec. 9, 1891	11 A.M.	County Court-house, Blackburn	Nov. 17, 1891
Duckworth, Joseph ...	25, Barnes-street, Clayton-le-Moors, Lancashire	Draper ... ..	Blackburn ...	28 of 1891	Dec. 9, 1891	1 P.M.	County Court-house, Blackburn	Dec. 9, 1891	11 A.M.	County Court-house, Blackburn	Nov. 19, 1891
Greenwood, Charles Robert	Residing and trading at 4, Cleveland-street, Bradford, Yorkshire	Travelling Draper	Bradford ...	83 of 1891	Dec. 2, 1891	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 4, 1891	10 A.M.	County Court, Manor-row, Bradford	Nov. 21, 1891
Lister, Henry ...	Birstall, Yorkshire ... ..	Plumber ... ..	Dewsbury ...	30 of 1891	Dec. 2, 1891	3 P.M.	Official Receiver's Offices, Bank-chambers, Batley	Jan. 12, 1892	11 A.M.	County Court-house, Dewsbury	Nov. 12, 1891
Sweet, Emma ...	11, Torwood-terrace, Torquay, Devonshire, and the Gasworks, Welwyn, Hertfordshire, and the Gasworks, Littleport, Cambridgeshire	Widow, Lodging-house Keeper, Gas Contractor	Exeter ... ..	39 of 1891	Dec. 4, 1891	3 P.M.	Official Receiver's Office, 13, Bedford-circus, Exeter	Dec. 10, 1891	12 noon	Castle, Exeter ...	Nov. 6, 1891
Vincent, Samuel John	The Riviera Stables Lower Erith-road, Torquay, Devonshire	Cab Proprietor ...	Exeter ... ..	41 of 1891	Dec. 4, 1891	3.30 P.M.	Official Receiver's Office, 13, Bedford-circus, Exeter	Dec. 10, 1891	12 noon	Castle, Exeter ...	Nov. 20, 1891
Ashdown, Clarence ...	8, Plumstead-road, Plumstead, and 6, Willmount-street, Woolwich, Kent	Hay, Straw, and Corn Dealer	Greenwich ...	34 of 1891	Dec. 2, 1891	12.30 P.M.	24, Railway-approach, London Bridge, London, S.E.	Dec. 8, 1891	1 P.M.	Court-house, Greenwich	
Schofield, Joseph ...	Canal-street, Leeds-road, Huddersfield, Yorkshire	Blacksmith and Jobbing Smith	Huddersfield ...	32 of 1891	Dec. 4, 1891	3 P.M.	Offices of Haigh and Son, Solicitors, 55, New-street, Huddersfield	Dec. 7, 1891	11 A.M.	County Court, Queen-street, Huddersfield	Nov. 20, 1891
Matt, Jonathan ...	70, Victoria street, lately 30, Bulwer-road, previously 12, Clarkson-street, all in Ipswich, lately trading at the Old Provision Market, Ipswich	Cooper ... ..	Ipswich ... ..	24 of 1891	Dec. 9, 1891	12 noon	36, Princes-street, Ipswich	Dec. 10, 1891	11 A.M.	Shirehall, Ipswich	Nov. 21, 1891



FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued*.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Farquhar, John Henry	Silvinton Rectory, Cleobury Mortimer, Salop	Clerk in Holy Orders	Kidderminster...	9 of 1891	Dec. 1, 1891 (new First Meeting)	1.45 P.M.	Office of Hooper and Weston, Solicitors, Kidderminster	...	...	...	Oct 1, 1891
Stewart, William ...	The Albany Club, Richmond-road, Kingston-on-Thames, Surrey	Club Proprietor ...	Kingston, Surrey	26 of 1891	Dec. 4, 1891	11.30 A.M.	24, Railway - approach, London Bridge, London, S.E.	Dec. 4, 1891	3 P.M.	Court - house, Kingston, Surrey	
Lapidge, Albert ...	Otley, Yorkshire ...	Boot Manufacturer	Leeds ...	84 of 1891	Dec. 2, 1891	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 8, 1891	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 21, 1891
Granger, Leonard ...	South <sup>4</sup> Croxton, Leicestershire	Butcher ...	Leicester ...	91 of 1891	Dec. 3, 1891	12 noon	Office of Official Receiver, 34, Friar-lane, Leicester	Jan. 13, 1892	10 A.M.	Castle, Leicester	
Wood, Richard ...	Ivy-lane, in the parish of Coningsby, Lincolnshire	Farmer ...	Lincoln...	19 of 1891	Dec. 3, 1891	12.30 P.M.	Office of Official Receiver, 31, Silver-street, Lincoln	Dec. 3, 1891	3 P.M.	Sessions-house, Lincoln	Nov. 18, 1891
Gillespie, Shaw Allinson	Residing at 1, Manley-road, Waterloo, near the city of Liverpool, and carrying on business at 76, Gil -street, in the city of Liverpool	Hide and Skin Broker	Liverpool ...	106 of 1891	Dec. 3, 1891	3 P.M.	Office of Official Receiver, 35, Victoria-street, Liverpool	Dec. 3, 1891	11 A.M.	Court - house, Government-buildings, Victoria - street, Liverpool	
Rogers, David ...	22, Tabernacle - road, Skewen, near Neath, Glamorganshire, lately residing at 36, Burrows-road, Skewen aforesaid	Carpenter...	Neath ...	17 of 1891	Dec. 2, 1891	12 noon	Official Receiver's Offices, 97, Oxford-street, Swansea	Dec. 8, 1891	11.30 A.M.	Townhall, Neath	Nov. 19, 1891
Trott, William Henry	165, Gorse-lane, Swansea, Glamorganshire, lately residing and carrying on business at 1, New-road, Skewen, near Neath, Glamorganshire	Insurance Agent	Neath ...	16 of 1891	Dec. 3, 1891	12 noon	Official Receiver's Offices, 97, Oxford-street, Swansea	Dec. 8, 1891	11.30 A.M.	Townhall, Neath	Nov. 14, 1891
Britten, Charles ...	Earls Barton, Northamptonshire	Carpenter and Wheelwright	Northampton ...	44 of 1891	Dec. 2, 1891	12.15 P.M.	County Court-buildings, Northampton	Dec. 8, 1891	12 noon	County Hall, Northampton	Nov. 16, 1891
Smith, John Thomas	42, Church-street, Wolverton, Buckinghamshire	Dairyman...	Northampton ...	45 of 1891	Dec. 2, 1891	12.45 P.M.	County Court-buildings, Northampton	Dec. 8, 1891	12 noon	County Hall, Northampton	Nov. 16, 1891

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, If any, for Summary Administration.
Haylock, Henry Bowyer	Lately residing and trading at the White Horse Inn, Neatishead, Norfolk	Licensed Victualer	Norwich ...	38 of 1891	Dec. 5, 1891	12 noon	Official Receiver's Office, 8, King-street, Norwich	Dec. 21, 1891	11 A.M.	Shirehall, Norwich Castle	Nov. 20, 1891
Compton, George ...	Winterslow, Wiltshire ...	Farmer ...	Salisbury, ...	30 of 1891	Dec. 3, 1891	12.30 P.M.]	Official Receiver's Office, Salisbury	Dec. 4, 1891	2 P.M.	Council-house, Salisbury	Nov. 21, 1891
Grayson, Frederick (trading as B. Grayson and Son)	16, Garden-street, Sheffield, and 19, Havelock-street, Sheffield, Yorkshire	Electro Plate Manufacturer	Sheffield ...	51 of 1891	Dec. 3, 1891	3 P.M.	Official Receiver's Offices, Figtree-lane, Sheffield	Dec. 10, 1891	11.30 A.M.	County Court-hall, Bank-street, Sheffield	Nov. 21, 1891
Redfearn, Joseph ...	465, Attercliffe-road, Sheffield, Yorkshire	Grocer and Provision Dealer	Sheffield ...	52 of 1891	Dec. 3, 1891	2.30 P.M.	Official Receiver's Offices, Figtree-lane, Sheffield	Dec. 10, 1891	11.30 A.M.	County Court-hall, Bank-street, Sheffield	Nov. 21, 1891
Turner, Martha Wragg	37, West-bar, Sheffield, Yorkshire	Confectioner, Widow	Sheffield ...	46 of 1891	Dec. 3, 1891]	2 P.M.	Official Receiver's Offices, Figtree-lane, Sheffield	Dec. 10, 1891	11.30 A.M.	County Court-hall, Bank-street, Sheffield	Nov. 13, 1891
Harrow, Stephen Cansick	16, Larchfield-street and Northumberland-street, Darlington, in the county of Durham	Painter and Decorator	Stockton-on-Tees and Middlesborough	64 of 1891	Dec. 9, 1891	3 P.M.	Official Receiver's Offices, Middlesborough	Dec. 9, 1891	10.30 A.M.	Court-house, Bridge-road, Stockton-on-Tees	Nov. 17, 1891
Hull, Charles... ..	7, Walter-street, Stockton-on-Tees, in the county of Durham	Stocktaker ...	Stockton-on-Tees and Middlesborough	65 of 1891	Dec. 9, 1891	3 P.M.	Official Receiver's Offices, Middlesborough	Dec. 9, 1891	10.30 A.M.	Court-house, Bridge-road, Stockton-on-Tees	Nov. 17, 1891
Procter, Robert ...	Late the Hambletonian Inn, Norton, near Stockton-on-Tees, in the county of Durham, now of Great-ham, in the county of Durham	Late Innkeeper, now out of business	Stockton-on-Tees and Middlesborough	63 of 1891	Dec. 9, 1891	3 P.M.	Official Receiver's Offices, Middlesborough	Dec. 9, 1891	10.30 A.M.	Court-house, Bridge-road, Stockton-on-Tees	Nov. 17, 1891
Wilkie, Charles Thomas Baxter	South Stockton, Yorkshire, and lately residing at 2, George-street, Stockton-on-Tees, in the county of Durham	Engineer ...	Stockton-on-Tees and Middlesborough	56A of 1891	Dec. 2, 1891	3 P.M.	Official Receiver's Offices, Middlesborough	Dec. 2, 1891	10.30 A.M.	Court-house, Bridge-road, Stockton-on-Tees	Nov. 17, 1891
Carvelth, John ...	22, East End, Redruth, Cornwall	Travelling Draper	Truro ...	41 of 1891	Dec. 1, 1891	12 noon	Official Receiver's Office, Boscawen-street, Truro	Dec. 5, 1891	11.30 A.M.	Townhall, Truro	Nov. 18, 1891

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Bingham, Frederick Francis	Late 30, Hill-street, Richmond, Surrey, now residing at 76, Purvis-road, College-park, Kensal Rise, in the county of London	Out of business, late Confectioner	Wandsworth ...	28 of 1891	Dec. 1, 1891	11.30 A.M.	24, Railway-approach, London Bridge, London, S.E.	Dec. 10, 1891	12 noon	Court - house, Wandsworth	Nov. 19, 1891
Farrant, William, and Farrant, Alfred (trading as Farrant and Son) ...	Both of High-road, Upper Tooting, Surrey	Fishmongers ...	Wandsworth ...	29 of 1891	Dec. 2, 1891	11.30 A.M.	24, Railway-approach, London Bridge, London, S.E.	Dec. 10, 1891	12 noon	Court - house, Wandsworth	Nov. 19, 1891
Baker, William ...	Brockhill Lodge, the Wyche, Colwall, Herefordshire	Builder, Contractor, and Farmer	Worcester ...	34 of 1891	Dec. 5, 1891	10.30 A.M.	Official Receiver's Office, Worcester	Dec. 16, 1891	3 P.M.	Guildhall, Worcester	Nov. 18, 1891
Cross, William George	Froomey Mill, parish of Castlefroom, Herefordshire	Miller ...	Worcester ...	35 of 1891	Dec. 5, 1891	10.15 A.M.	Official Receiver's Office, Worcester	Dec. 16, 1891	3 P.M.	Guildhall, Worcester	
Batty, Marianne, and Batty, Richard	Tollerton, Yorkshire	Farmers ...	York ...	49 of 1891	Dec. 3, 1891	11.30 A.M.	Official Receiver's Office, York	Dec. 4, 1891	11 A.M.	Guildhall, York	

NOTICE OF DAY APPOINTED FOR PROCEEDING WITH PUBLIC EXAMINATION ADJOURNED SINE DIE.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date fixed for proceeding with Examination.	Hour.	Place.
Pickersgill, Squire Ellis ...	Formerly Stanley, near the city of Wakefield, late Gladstone-villas, Pinderfields, Wakefield, Yorkshire	Bookseller's Assistant ... ..	Wakefield... ..	4 of 1891	Dec. 3, 1891 ...	11 A.M.	Court-house, Wakefield

**ADJUDICATIONS.**

Debtor's Name.	Address.	Description.	Court.	No.	Date of O. der.	Date of Petition.
Brieknell, Augustus Lea ... ..	The Creamery, Evenlode, Worcestershire ... ..	Dairyman and Butter Factor ... ..	High Court of Justice in Bankruptcy (transferred from Cheltenham)	1474 of 1891	Nov. 19, 1891 ...	Sept. 10, 1891
Day, Isaac Morey ... ..	Oakleigh, Hainault-road, Leytonstone, in the county of London	Commission Agent ... ..	High Court of Justice in Bankruptcy	1536 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Hartshorn, Joseph ... ..	The Harp Public-house, Church-street, Edgware-road, Middlesex	Licensed Victualler ... ..	High Court of Justice in Bankruptcy	1237 of 1891	Nov. 21, 1891 ...	Sept. 18, 1891
Hoare, Henry ... ..	22, Bryanston-square, Middlesex, and Pagehurst Farm, Staplehurst, Parsonage Farm, at Frittenden, and Mountain Farm, at Marden, all in Kent	Of no occupation ... ..	High Court of Justice in Bankruptcy	1550 of 1891	Nov. 21, 1891 ...	Nov. 21, 1891
Lee, Mary Ann ... ..	67, Beckenham-road, Penge, Surrey ... ..	Milliner and Fancy Draper, Wife of Henry Lee, lately residing at and trading at 116, Shoreditch, and 1, Calvert-street, both in Middlesex, she being a Married Woman, trading separate and apart from her Husband, having separate estate and separate assets	High Court of Justice in Bankruptcy	1532 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Mackay, Frederick Noel ... ..	16, Mark-lane, in the city of London ... ..	Civil Engineer ... ..	High Court of Justice in Bankruptcy	1438 of 1891	Nov. 21, 1891 ...	Oct. 30, 1891
Medley, Thomas P. ... ..	53, Theobald's-road, in the county of London, lately residing at 7, Queen's-mansions, Victoria-street, in the city of Westminster	Of no occupation ... ..	High Court of Justice in Bankruptcy	1401 of 1891	Nov. 19, 1891 ...	Oct. 23, 1891
Rowland, Edward (trading as Rowland Brothers)	18, East-road, City-road, trading at 33, Charlotte-street, Great Eastern-street, both in the county of London	Cabinet Maker... ..	High Court of Justice in Bankruptcy	1543 of 1891	Nov. 20, 1891 ...	Nov. 20, 1891
Stuart, Donald ... ..	Lately residing at 4, Great Marlborough-street, now of 12, Park Village West, both in the county of London	... ..	High Court of Justice in Bankruptcy	986 of 1891	Nov. 21, 1891 ...	July 30, 1891
Vanderfelt, E. H. ... ..	20, Great Coram-street, Middlesex ... ..	Actor ... ..	High Court of Justice in Bankruptcy	1273 of 1891	Nov. 19, 1891 ...	Sept. 29, 1891
James, Margaret Harry ... ..	Bristol House, New Quay, Cardiganshire ... ..	Grocer and General Dealer, Wife of David James	Aberystwith... ..	8 of 1891	Nov. 19, 1891 ...	Nov. 18, 1891
Eddowes, Grace Agnes Annette ... ..	59, Oxford-road, Ealing, Middlesex, lately residing at 1, the Laurels, Spencer-read, Bedford, Bedfordshire	Widow ... ..	Bedford ... ..	14 of 1891	Nov. 18, 1891 ...	Oct. 22, 1891

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Dunkley, William, otherwise Dunkley, William Henry	Residing at 153, Brighton-road, Moseley, Birmingham, Worcestershire, and lately trading at 41 and 42, Jamaica-row, and 58, Corporation-street, Birmingham, Warwickshire	Perambulator Manufacturer ...	Birmingham ...	104 of 1891	Nov. 18, 1891 ...	Nov. 18, 1891
Moulson, Frederick ...	Residing at 5, Belgrave-street, Birmingham, lately trading at Tenby-street North, Birmingham, both in Warwickshire	Now out of business, lately Jeweller	Birmingham ...	91 of 1891	Oct. 2, 1891 ...	Oct. 2, 1891
Tattersall, Thomas ...	20, Steiner-street, Accrington, Lancashire, and lately trading at Star Waste Works, Antley, Accrington aforesaid	Waste Merchant ...	Blackburn ...	29 of 1891	Nov. 20, 1891 ...	Nov. 20, 1891
Cummins, Richard Henry ...	Hastings House, South Acton, Middlesex ...	...	Brentford ...	4 of 1891	Nov. 21, 1891 ...	June 5, 1891
Byrne, John ...	35, High-street and Loretto House, Glamis-street, both in Bognor, Sussex	Tailor ...	Brighton ...	92 of 1891	Nov. 19, 1891 ...	Nov. 17, 1891
Morris, John ...	Pimphurst, Bethersden, near Ashford, Kent, formerly Bardleden Farm, Smarden, Kent	Farm Bailiff, formerly Farmer ...	Canterbury ...	70 of 1891	Nov. 19, 1891 ...	Nov. 18, 1891
Newman, John Henry ...	Trading at 37, Queen-street, Ramsgate, Kent, and residing at 15, Effingham-street, Ramsgate aforesaid	Hairdresser ...	Canterbury ...	65 of 1891	Nov. 21, 1891 ...	Oct. 27, 1891
Belcham, William Isaac ...	The Laurels, Rayleigh, Essex ...	Surveyor ...	Chelmsford ...	19 of 1891	Nov. 18, 1891 ...	Nov. 18, 1891
Bracher, Thomas ...	High-street, Upper Caterham, Surrey ...	Grocer ...	Croydon ...	51 of 1891	Nov. 18, 1891 ...	Nov. 18, 1891
Hartley, Francis ...	The Steam Packet Inn, in the parish of Kingswear, Devonshire	Licensed Victualler ...	East Stonehouse ...	58 of 1891	Nov. 20, 1891 ...	Oct. 31, 1891
Vincent, Samuel John ...	The Riviera Stables, Lower Erith-road, Torquay, Devonshire	Cab Proprietor ...	Exeter ...	41 of 1891	Nov. 20, 1891 ...	Nov. 20, 1891
Long, Walter James ...	60, Blenheim-terrace, Lower Barton-street, Gloucester, lately Berkeley and Drybrook, both in Gloucestershire, and Alvin-street and Westgate-street, both in Gloucester	Hairdresser and Tobacconist ...	Gloucester ...	19 of 1891	Nov. 20, 1891 ...	Nov. 20, 1891
Collins, Frederic (trading as Collins and Co.)	Byram Arcade, Westgate, Huddersfield, Yorkshire, and residing at Wood Nook, Meltham, in the township of Honley, Yorkshire	Cycle Agent ...	Huddersfield ...	29 of 1891	Nov. 20, 1891 ...	Nov. 4, 1891
Schofield, Joseph ...	Canal-street, Leeds-road, Huddersfield, Yorkshire ...	Blacksmith and Jobbing Smith ...	Huddersfield ...	32 of 1891	Nov. 20, 1891 ...	Nov. 20, 1891

**ADJUDICATIONS—continued.**

Debtor's Name.	Address.	Description.	Court	No.	Date of Order.	Date of Petition.
Davison, Thomas Vincent Herbert ...	Glebe Side, New Malden, Surrey, lately residing and carrying on business at Coombe-cote, Frances-road, Windsor, Berkshire, and at 152, High-street, Putney, Surrey	Architect and Surveyor ... ..	Kingston, Surrey ...	20 of 1891	Nov. 19, 1891 ...	July 30, 1891
Byrne, Daniel Frederick ... ..	15, Norwood-terrace, Victoria-road, Headingley, Leeds, Yorkshire	Linen Manufacturer's Agent ...	Leeds ... ..	96 of 1891	Nov. 18, 1891 ...	Nov. 18, 1891
Gorham, Charles ... ..	White Horse-street, Boar-lane, Leeds, Yorkshire ... ..	Wood Engraver ... ..	Leeds ... ..	79 of 1891	Nov. 16, 1891 ...	Oct. 15, 1891
Hargreaves, Henry ... ..	Cross Stamford-street, Leeds, and Cross Gates, near Leeds, Yorkshire	Boot and Shoe Manufacturer ...	Leeds ... ..	95 of 1891	Nov. 17, 1891 ...	Nov. 17, 1891
Hiley, John ... ..	Trading at 138, Burley-road, Leeds, Yorkshire, and residing at 2, Newton-terrace, Claypit-lane, Leeds	Grocer ... ..	Leeds ... ..	97 of 1891	Nov. 18, 1891 ...	Nov. 18, 1891
Lapidge, Albert ... ..	Otley, Yorkshire ... ..	Boot Manufacturer ... ..	Leeds ... ..	84 of 1891	Nov. 20, 1891 ...	Oct. 21, 1891
Granger, Leonard ... ..	South Croxton, Leicestershire ... ..	Butcher... ..	Leicester ... ..	91 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Gillespie, Shaw Allinson ... ..	Residing at 1, Manley-road, Waterloo, near the city of Liverpool, and carrying on business at 76, Gill-street, in the city of Liverpool	Hide and Skin Broker ... ..	Liverpool ... ..	106 of 1891	Nov. 21, 1891 ...	Nov. 12, 1891
Porteous, Harry Drysdale ... ..	Living in lodgings at 53, Grey-road, Walton, Lancashire, lately residing at Elson-road, Formby, Lancashire, and formerly trading at 11, Brunswick-street, in the city of Liverpool, in partnership with William Moore, as Wm. Moore and Co., Flour Merchants, and afterwards of 28, Brunswick-street aforesaid, in partnership with Thomas Adam Kirkwood, as Porteous and Co., Flour Merchants	Flour Salesman ... ..	Liverpool ... ..	109 of 1891	Nov. 21, 1891 ...	Nov. 20, 1891
Mills, Walter George (trading as W. G. Mills and Co.)	Trading at 55A, Portland-street, in the city of Manchester, residing at Boydston, Alexandra-road South, Withington, near the city of Manchester	Grey Cloth Agent and Merchant ...	Manchester ... ..	81 of 1891	Nov. 21, 1891 ...	Nov. 6, 1891
Lewis, Samuel ... ..	Now the Northcote Club, the Struet, in the town of Brecon, in the county of Brecon, formerly 45, High-street, in the town of Brecon	Now Club Manager, formerly Grocer	Merthyr Tydfil ...	10 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Burgess, Samuel ... ..	Antrobus, Cheshire, lately residing and carrying on business at the Old Pole Farm, Antrobus, Cheshire	Farm Bailiff, lately Farmer... ..	Nantwich and Crewe	14 of 1891	Nov. 20, 1891 ...	Nov. 20, 1891

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Wilkinson, William ... ..	Osmotherley, Yorkshire ... ..	Labourer ... ..	Northallerton ... ..	10 of 1891	Nov. 18, 1891 ...	Nov. 18, 1891
Clipsham, Henry, and Clipsham, John (trading as Henry Clipsham and G. and J. Clipsham)	Both of Norwell, Nottinghamshire ... .. Norwell, Nottinghamshire	Builders and Contractors ... ..	Nottingham... ..	60 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Williams, John Parry ... ..	54, Victoria-street, Landport, and Richmond-place, Portsea, both in Hampshire	Corset Maker ... ..	Portsmouth ... ..	65 of 1891	Nov. 19, 1891 ...	Oct. 9, 1891
Compton, George ... ..	Winterslow, Wiltshire ... ..	Farmer... ..	Salisbury ... ..	30 91	Nov. 19, 1891 ...	Nov. 19, 1891
Powell, Theodore ... ..	34, Church-street, Middlesborough, Yorkshire... ..	Works Contractor ... ..	Stockton - on - Tees and Middlesborough	67 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Wilshaw, Henry ... ..	The Glebe Hotel, Glebe-street, Stoke-upon-Trent, Stafford- shire	Licensed Victualler ... ..	Stoke - upon - Trent and Longton	12 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Robinson, Francis ... ..	Late West Murton, parish of Sedgefield, county of Durham, now 5, Clyde-place, Hartlepool, county of Durham	Late Farmer, now Ironworker	Sunderland ... ..	21 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Farrant, William, and Farrant, Alfred (trading as Farrant and Son)	Both of High-road, Upper Tooting, Surrey ... ..	Fishmongers ... ..	Wandsworth ... ..	29 of 1891	Nov. 19, 1891 ...	Nov. 9, 1891
Cross, William George ... ..	Froomey Mill, parish of Castle Froome, Herefordshire ... ..	Miller ... ..	Worcester ... ..	35 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
Batty, Marianne and Batty, Richard	Tollerton, Yorkshire ... ..	Farmers ... ..	York ... ..	49 of 1891	Nov. 19, 1891 ...	Nov. 19, 1891
<i>The following Amended Notice is substituted for that</i>		<i>published in the London Gazette of</i>		<i>the 30th October, 1891.</i>		
Sutton, Joseph Benjamin (trading as Joseph Sutton, lately trading as Boot and Sutton)	Residing at 23, Station-street, and trading at 4, Parliament- street, both in Sutton-in-Ashfield, Nottinghamshire, lately trading at Sutton-in-Ashfield aforesaid, as Boot and Sutton	Joiner ... ..	Nottingham ... ..	56 of 1891	Oct. 27, 1891 ...	Oct. 27, 1891



ORDERS ON APPLICATIONS TO APPROVE COMPOSITION OR SCHEME.

N o. 26226.

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Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Cox, John Hawtrey Reginald...	Preston Barracks, Brighton, Sussex ...	Captain in Her Majesty's Inniskilling Dragoons	Brighton ... ..	43 of 1891	Nov. 13, 1891 ...	(1.) £60 per annum to be set aside out of debtor's pay as an Officer in Her Majesty's Service, and paid to the Trustee until payment of 20s. in the pound on all claims provable in the bankruptcy and the preferential payments hereinafter mentioned. (2.) Payment in priority to all other debts of all debts directed to be so paid in the distribution of the property of a bankrupt, to be made out of the said moneys so to be set aside as aforesaid. (3.) Payment of all the proper costs, charges, and expenses of and incidental to the proceedings, and all fees and percentages payable to the Official Receiver and the Board of Trade in priority out of the said moneys so to be set aside as aforesaid. (4.) The dividend on the debt of the Petitioning Creditor to be postponed until payment of the moneys mentioned in paragraphs 1, 2, and 3 hereof
Edwardson, James ... ..	9, Park-view, Wigan, Lancashire, lately residing at 5, Market-place, Wigan aforesaid	Grocer ... ..	Wigan ... ..	4 of 1891	June 23, 1891 ...	The Court refused to approve the Composition proposed by the debtor to his creditors
Edwardson, James ... ..	9, Park-view, Wigan, Lancashire, lately residing at 5, Market-place, Wigan aforesaid	Grocer ... ..	Wigan ... ..	4 of 1891	Sept. 8, 1891 ...	To pay in priority to all other debts all debts directed to be so paid in the distribution of the property of a bankrupt. Payment provided for as follows:—by depositing with Thomas Ratcliffe Ellis, of Wigan, in the county of Lancaster, Esq., before the application to the Court for approval of the scheme, the sum of £200. To pay all proper costs, charges, and expenses of and incidental to the proceedings, all fees and percentages payable to the Official Receiver and the Board of Trade, in the following manner, namely, as a second payment out of the said sum of £200. A Composition of 7s. 6d. in the pound to be paid on all provable debts, by three instalments, viz.:—4s., 2s., and 1s. 6d. in the pound respectively, payable, as regards the first instalment of 4s., out of the balance of the said sum of £200 within seven days after the approval of the Composition; and as regards the second and final instalments, at the expiration of six months and twelve months respectively from the date of the approval of the Composition. Payment of the Composition to be secured in the following manner:—The first instalment of 4s. in the pound out of the balance of the said sum of £200, the second and third instalments of 2s. and 1s. 6d. in the pound to be provided for by bills to be drawn by the debtor, and accepted, by persons approved by the creditors

**NOTICES OF INTENDED DIVIDENDS.**

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Bennett, James Beard ...	5, Hayes-place, Lisson-grove, Middlesex, and trading at 17, Marlborough-mews (formerly 2, Blenheim-mews), Oxford-street, Middlesex	Window Blind Maker ...	High Court of Justice in Bankruptcy	789 of 1891	Dec. 9, 1891 ...	G. Wreford, Senior Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Chapple, Frederick ...	1, Pall Mall, Middlesex, lately residing at 21, Dornton-road, Balham, Surrey, and 29, Cockspur-street, Middlesex	Cigar Merchant ...	High Court of Justice in Bankruptcy	1137 of 1890	Dec. 15, 1891 ...	Frank Geoghegan, Chartered Accountant	8, Old Jewry, E.C.
Collyns, William Bridge ... (Separate Estate)	5, East India-avenue, in the city of London, and 51, Christchurch-road, Brixton, Surrey	Colonial Merchant, trading in copartnership with William Bridge Collyns the younger, as W. B. Collyns and Co.	High Court of Justice in Bankruptcy	493 of 1891	Dec. 10, 1891 ...	Frederick Whinney ...	8, Old Jewry, E.C.
Davidson, Peter ...	47, Leman-street, Whitechapel, Middlesex ...	Provision Dealer ...	High Court of Justice in Bankruptcy	388 of 1890	Dec. 9, 1891 ...	G. Wreford, Senior Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Rhind, John ...	Late 9, the Crescent, Minories, city of London, present residence the Petitioning Creditor is unable to ascertain	Provision Merchant ...	High Court of Justice in Bankruptcy	628 of 1890	Dec. 5, 1891 ...	Richard Warner ...	29, New Bridge-street, E.C.
Rigg, Arthur ...	42, Old Broad-street, in the city of London, 71, Warrington-crescent, Maida Vale, Middlesex, and Station-buildings, Haggerston, Middlesex, and lately also carrying on business at the Victoria Engine Works, Chester, in the county of the city of Chester	Mechanical Engineer ...	High Court of Justice in Bankruptcy	91 of 1891	Dec. 5, 1891 ...	William Brock Keen ...	3, Church-court, Old Jewry, E.C.
Skinner, James William (trading as Skinner and Co.)	282 and 290, Borough High-street (formerly called 64, 67, and 67A, Blackman-street), Borough, in the county of London	Wholesale and Retail Ironmonger	High Court of Justice in Bankruptcy	456 of 1891	Dec. 14, 1891 ...	Henry W. Figg, Accountant	40-41, Upper Thames-street, E.C.
Snell, Charles E. (trading as Snell Rivers and Co.)	Warwick-road, Kensington, Middlesex ...	Coal Merchant!	High Court of Justice in Bankruptcy	578 of 1890	Dec. 9, 1891 ...	A. H. Wildy, Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Spragg, Edwin Finch ...	30, Saltoun-road, Brixton, in the county of London	Surveyor ...	High Court of Justice in Bankruptcy	1019 of 1890	Dec. 9, 1891 ...	A. H. Wildy, Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Swann, William ...	4, Sandcroft-street, Kennington Cross, Surrey, lately residing at 11, Barrett-street, Lambeth, Surrey, and trading at Lambeth-walk, Surrey, Romford Market, Essex	Butcher ...	High Court of Justice in Bankruptcy	174 of 1890	Dec. 9, 1891 ...	A. H. Wildy, Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Willis, William Henry (trading as W. H. Willis and Co.)	80, Long-acre, in the county of London, and St. Germans, Sutton, Surrey	Cardboard Manufacturer ...	High Court of Justice in Bankruptcy	1092 of 1890	Dec. 9, 1891 ...	A. H. Wildy, Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Clowes, George ... ..	Residing and trading at 29, Victoria-road, New Brighton, Cheshire	Greengrocer ... ..	Birkenhead ... ..	5 of 1891	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Hughes, John ... ..	38, Victoria-road, Higher Tranmere, Birkenhead, Cheshire, lately residing and trading at 3, Whitford-road, Higher Tranmere, Birkenhead aforesaid	Out of business, late Builder	Birkenhead ... ..	11 of 1891	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Jones, John Edward ...	15, Greenway-road, Higher Tranmere, Cheshire, lately residing and trading at 4, Elm-road, Higher Tranmere, Cheshire	Out of business, formerly Milk Dealer	Birkenhead ... ..	16 of 1890	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Russell, Alexander ...	89, Grange-road, Birkenhead, and 8, King-street, Egremont, both in Cheshire	Carver and Gilder ... ..	Birkenhead ... ..	12 of 1890	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Smart, George Francis ...	46, Market-street, Birkenhead, Cheshire	Grocer and Provision Dealer	Birkenhead ... ..	2 of 1891	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Smith, Mary ... ..	Trading at 120, 122, and 134, Market-street, Birkenhead, Cheshire, and residing at 134, Market-street, Birkenhead aforesaid	Clothes Dealer and Confectioner, Wife of Patrick Smith, trading separately and apart from her Husband	Birkenhead ... ..	13 of 1891	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Wharton, Stanley... ..	1, Conway-street and 4, Wallasey-road, both in Liscard, Cheshire	Plumber ... ..	Birkenhead ... ..	3 of 1891	Dec. 9, 1891 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Murray, Henry (trading as Oliver Murray and Son)	35, Lyndhurst-street and 30 and 32, Knowsley-street, Bolton, Lancashire	Cabinet Maker and Upholsterer	Bolton ... ..	28 of 1891	Dec. 10, 1891 ...	W. A. Harper ... ..	20, Nelson-square, Bolton
Lewis, Joseph Bridges ... (trading as E. Lewis, ... .. lately trading as J. B. Lewis and Son)	7, the Terrace, Butts, Brentford Also trading at 129, High-street, Brentford Lately trading at 129 and 130, High-street, Brentford, Middlesex	Draper and Milliner ... ..	Brentford ... ..	19 of 1891	Dec. 9, 1891 ...	Walter Owen Clough	89, Gresham-street, E.C.
Norris, Frederick Nelson...	24, Shaftesbury-road, Acton, lately residing at 22, Linver-road, Fulham, and afterwards at 56, Godolphin-road, Shepherd's Bush, all in Middlesex	Carpenter ... ..	Brentford ... ..	3 of 1890	Dec. 9, 1891 ...	Cecil Mercer, Official Receiver	Official Receiver's Offices, 95, Temple-chambers, Temple-avenue, E.C.
Dovey, Henry Walter ...	11A, Kensington-gardens, Brighton, Sussex	Lamp, Oil, and Hardware Warehouseman	Brighton ... ..	20 of 1891	Dec. 9, 1891 ...	Arthur S. Cully, Official Receiver	4, Pavilion-buildings, Brighton

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NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Thompson, Robert (trading as R. Thompson and Co.)	Fern Bank, Heads Nook, near Carlisle, formerly trading at 65, Castle - street, Carlisle, with Samuel Stephenson, as Stephenson and Co. and latterly alone, as R. Thompson and Co.	Tailor and Draper ... ..	Carlisle ... ..	7 of 1890	Dec. 7, 1891 ...	John Mason, Official Receiver	Carlisle
Mann, Charles Henry ...	Virginia House, Beach-street, and North-avenue (otherwise Station-road), Clacton-on-Sea, and Magdalen Green, Great Clacton, Essex	Boot and Shoe Maker ... ..	Colchester ... ..	21 of 1891	Dec. 9, 1891 ...	Frederick Messent, Official Receiver	36, Princes-street, Ipswich
Quilter, Frank ... ..	North-avenue, Clacton-on-Sea, Essex ... ..	Fishmonger ... ..	Colchester ... ..	18 of 1891	Dec. 9, 1891 ...	Frederick Messent, Official Receiver	36, Princes-street, Ipswich
Porter, Thomas ... ..	140, High-street, Lowestoft, and Lawn Villa, Carlton Colville, both in Suffolk	Architect ... ..	Great Yarmouth ... ..	23 of 1891	Dec. 9, 1891 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Watson, James William ...	5, Trinity-square, South Quay, and Exmouth-road, both in Great Yarmouth, Norfolk	Wheelwright ... ..	Great Yarmouth ... ..	13 of 1890	Dec. 9, 1891 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Smith, Henry ... (Separate Estate)	West End, Hipperholme, near Halifax, Yorkshire	Quarryman, formerly trading with Harry Smith and Thomas Smith, as Henry Smith and Sons, Quarry Owners	Halifax ... ..	38 of 1891	Dec. 9, 1891 ...	Thomas England, Official Receiver	Townhall-chambers, Halifax
Davenport, Henry ...	The Grapes Inn, Tacket-street, Ipswich, Suffolk	Licensed Victualler ... ..	Ipswich ... ..	19 of 1891	Dec. 9, 1891 ...	Frederick Messent, Official Receiver	36, Princes-street, Ipswich
Harper, George ... ..	Wenhaston, Suffolk, lately residing and carrying on business at Fressingfield, Suffolk	Farmer, late Farmer and Shoemaker	Ipswich ... ..	20 of 1891	Dec. 9, 1891 ...	Frederick Messent, Official Receiver	36, Princes-street, Ipswich
Harrison, Thomas ...	Sunk Island, and of Toffling's Farm, both in Holderness, Yorkshire	Farmer ... ..	Kingston-upon-Hull	25 of 1890	Dec. 12, 1891 ...	Arthur Edgar Pease-good	8, Parliament-street, Hull
Bradley, Amos ... ..	Clifton-with-Norwood, near Otley, Yorkshire ...	Farmer ... ..	Leeds ... ..	64 of 1891	Dec. 9, 1891 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Spencer, John, and Spencer, Thomas ... (trading as John and Thomas Spencer)	69, Princess-road, Leicester 23, Upper Tichborne-street, Leicester 20, Market-place, Leicester ... ..	Printers and Booksellers ... ..	Leicester ... ..	25 of 1891	Dec. 5, 1891 ...	George White and Edwin Playster Steeds	14, Old Jewry-chambers, London, E.C.
Howes, Maria Bunn Mary	Wymondham, Norfolk ... ..	Schoolmistress, Widow ... ..	Norwich ... ..	34 of 1891	Dec. 9, 1891 ...	H. P. Gould, Official Receiver	8, King-street, Norwich



NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Southgate, Ephraim Samuel George	Barney, Norfolk, and 33, Caird-street, Queen's Park Estate, near Kilburn, Middlesex	Grocer, Draper, and General Store Keeper	Norwich ... ..	16 of 1891	Dec. 9, 1891 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Thurman, Frederick ...	Boar-lane, Newark-upon-Trent, Nottinghamshire	General Dealer and Brush Manufacturer	Nottingham... ..	30 of 1891	Dec. 9, 1891 ...	Henry Roby Thorpe, Official Receiver	St. Peter's Church-walk, Nottingham
Yarwood, John William ...	Residing at 113, and trading at 111, Arkwright-street, Nottingham	General Dealer ... ..	Nottingham... ..	41 of 1891	Dec. 9, 1891 ...	Henry Roby Thorpe, Official Receiver	St. Peter's Church-walk, Nottingham
Copsey, Thomas ... ..	Hilsea, Hampshire... ..	Wheelwright... ..	Portsmouth ... ..	63 of 1891	Dec. 15, 1891 ...	John Cornelius Moberly, Official Receiver	Cambridge Junction, High-street, Portsmouth
Downs, Arthur Edward ...	480, Commercial-road, Landport, Hampshire ...	Furniture Dealer ... ..	Portsmouth ... ..	53 of 1891	Dec. 15, 1891 ...	John Cornelius Moberly, Official Receiver	Cambridge Junction, High-street, Portsmouth
Hodgson, Thomas ... ..	Pickering, Yorkshire ... ..	Fruit and Provision Merchant and Boot and Shoe Dealer	Scarborough ... ..	3 of 1891	Dec. 9, 1891 ...	William Hayes ... ..	4, Albion-place, Leeds
Dixon, Cecil Bernardino... and Dixon, Sara (trading as Dixon and Cardus) ... ..	Residing at Clatford Villa, Spring-road, Bevoirs Hill, Southampton St. Raphael, in the Republic of France... .. Northam, Southampton ... ..	Widow Oil Cake and Artificial Manure Manufacturers	Southampton ... ..	13 of 1888	Dec. 9, 1891 ...	Ambrose Bennett ... ..	25, Portland-street, Southampton
Butterworth, James Edward	Residing at 117, Grenville-street, Stockport, Cheshire, trading at Lawrence-street, Stockport, lately residing at 11, Charlotte-street, Carrington-road, Stockport, and lately trading at King-street East, Stockport	Firelight Manufacturer ... ..	Stockport ... ..	13 of 1891	Dec. 9, 1891 ...	Arthur C. Procter, Official Receiver	23, King Edward - street, Macclesfield
Edwards, David ... ..	9, Mealhouse Brow, Stockport, Cheshire ... ..	Shoe Dealer ... ..	Stockport ... ..	7 of 1891	Dec. 9, 1891 ...	Arthur C. Procter, Official Receiver	23, King Edward - street, Macclesfield
Green, Thomas ... ..	The New Inn, Chapel-en-le-Frith, Derbyshire... ..	Farmer and Innkeeper ... ..	Stockport ... ..	16 of 1891	Dec. 9, 1891 ...	Arthur C. Procter, Official Receiver	23, King Edward - street, Macclesfield
Vickers, Albert Frederick	2, Fairleigh, in Buxton, Derbyshire, and Market-street, Buxton aforesaid	Plumber and Glazier ... ..	Stockport ... ..	9 of 1891	Dec. 9, 1891 ...	Arthur C. Procter, Official Receiver	23, King Edward - street, Macclesfield
Wildgoose, William Oswald	21, Bath-street, Buxton, Derbyshire ... ..	Milk Dealer ... ..	Stockport ... ..	4 of 1891	Dec. 9, 1891 ...	Arthur C. Procter, Official Receiver	23, King Edward - street, Macclesfield

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Kelly, Frederick ...	Residing at 194, Dalton-road, Barrow-in-Furness, Lancashire, and trading at 118, Dalton-road, Barrow-in-Furness aforesaid	Painter and Plumber ...	Ulverston and Barrow-in-Furness	17B of 1891	Dec. 7, 1891 ...	Henry Garencières Pearson, Official Receiver	16, Cornwallis-street, Barrow-in-Furness
Mellor, Benjamin, and Mellor, Haydn ... (trading as B. Mellor and Son)	31, Eldon-terrace, in the city of Wakefield 15, Hatfield-street, in the city of Wakefield	Music Sellers ...	Wakefield ...	16 of 1891	Dec. 10, 1891 ...	Percy Mason ...	29 and 30, King-street, Cheapside, London, E.C., Chartered Accountant
Mellor, Benjamin ... (Separate Estate)	31, Eldon-terrace, in the city of Wakefield ...	Music Seller ...	Wakefield ...	16 of 1891	Dec. 10, 1891 ...	Percy Mason ...	29 and 30, King-street, Cheapside, London, E.C., Chartered Accountant
Mellor, Haydn ... (Separate Estate)	15, Hatfield-street, in the city of Wakefield ...	Music Seller ...	Wakefield ...	16 of 1891	Dec. 10, 1891 ...	Percy Mason ...	29 and 30, King-street, Cheapside, London, E.C., Chartered Accountant
Talton, George Porter ...	211, High-street, West Bromwich, Staffordshire	Hosier ...	West Bromwich ...	8 of 1891	Dec. 9, 1891 ...	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 25, Colmore-row, Birmingham

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Gagee, John ... ..	3, Church-street, in the city of Westminster, and also of Wimbledon, Surrey, and lately carrying on business at 25, Chapel-street, Brompton-road, Middlesex	Engineer ... ..	High Court of Justice in Bankruptcy	351 of 1891	7s. 6d.	Composition	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, 33, Carey-street, Lincoln's-inn, London
Jones, Thomas (trading as John Wheen and Son)	78, St. George-street, in the county of London	Soap Maker ... ..	High Court of Justice in Bankruptcy	1542 of 1890	2s.	First	July 6, 1891 ...	95, Finsbury-pavement, E.C.
Jones, Thomas (trading as John Wheen and Son)	78, St. George-street, in the county of London	Soap Maker ... ..	High Court of Justice in Bankruptcy	1542 of 1890	11d.	Final	Dec. 9, 1891 ...	95, Finsbury-pavement, E.C.
King, Arthur ... ..	4, St. James'-square, Notting Hill, Middlesex, lately trading at Charles-street, Oakley-street, Lambeth, Surrey	Out of business, lately Lead and Colour Merchant	High Court of Justice in Bankruptcy	1302 of 1889	2s. 7d.	Supplemental	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, 33, Carey-street, Lincoln's-inn, London
Lidgate, Marion Lillie Florence (also known as Florence Hine)	26, Torrington-square, Bloomsbury, in the county of London	Boarding-house Keeper, Wife of Alexander Lidgate, but carrying on business separately and apart from her Husband, having separate estate and separate assets	High Court of Justice in Bankruptcy	817 of 1891	1s. 6d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, 33, Carey-street, Lincoln's-inn, London
Ring, Maurice ... ..	154, Aldersgate-street, in the city of London	Wholesale Furrier ... ..	High Court of Justice in Bankruptcy	142 of 1891	3s. 8d.	First and Final	Nov. 30, 1891 ...	Office of Trayton P. Child, 42, Poultry, E.C.
Ungar, Julius ... ..	52, Commercial-street, Whitechapel, Middlesex, and residing at 11, Navarino-road, Dalston, Middlesex	Lamp Manufacturer and Importer	High Court of Justice in Bankruptcy	974 of 1891	3s. 4d.	Composition, First Instalment	Nov. 30, 1891 ...	19A, Coleman-street, E.C.
Whiting, Charles William	34, Howbury-street, Bedford, Bedfordshire	Builder and Contractor...	Bedford ... ..	6 of 1891	3s. 0½d.	First and Final	Nov. 28, 1891 ...	1A, St. Paul's-square, Bedford
Hockley, George... ..	104, High-street, Barry, Glamorganshire ...	Greengrocer ... ..	Cardiff ... ..	7 of 1891	4s.	First and Final	Nov. 26, 1891 ...	Office of Official Receiver, 29, Queen-street, Cardiff
Lewis, David Lloyd (trading as Lewis Brothers)	9, Red-street, Carmarthen ... ..	Painter and Decorator ...	Carmarthen ... ..	16 of 1891	4s.	First and Final	Dec. 2, 1891 ...	Offices of Official Receiver, 11, Quay-street, Carmarthen
Blair, Gustavus Frederic	1, Park-promenade, Cheltenham, Gloucestershire	Colonel in the Royal Artillery Retired List	Cheltenham... ..	1 of 1885	1s. 6d.	Seventh	Nov. 27, 1891 ...	Official Receiver's Office, 15, King-street, Gloucester

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Perkins, Robert (lately trading as the Victor Cycle Company)	Residing at 5, Springfield-terrace, and lately trading at the Old Tower Works, Cook-street, both in the city of Coventry, Warwickshire	Cycle Manufacturer ...	Coventry ...	22 of 1890	1s. 3½d.	First and Final	Nov. 24, 1891 ...	Official Receiver's Offices, 17, Hertford-street, Coventry
Reynolds, Edward ...	King-street, Bedworth, Warwickshire ...	Bootmaker . . . . .	Coventry ...	8 of 1891	5s. 1½d.	First and Final	Nov. 24, 1891 ...	Official Receiver's Offices, 17, Hertford-street, Coventry
Dobson, William... ..	Bowness, Westmorland ... ..	Joiner and Builder ...	Kendal ... ..	6 of 1891	9s. 5½d.	First and Final	Nov. 27, 1891 ...	Official Receiver's Offices, 16, Cornwallis-street, Barrow-in-Furness
Smith, Daniel ... ..	Milburn Vicarage, Temple Sowerby, Westmorland	Clerk in Holy Orders ...	Kendal ... ..	22 of 1886	5s.	Third	Nov. 30, 1891 . . .	Official Receiver's Offices, 16, Cornwallis-street, Barrow-in-Furness
Messenger, Joseph, the younger (trading as J. Messenger and Co.)	Residing at Chestnut-street, Southport, Lancashire, and trading at 73, Shakespeare-street, Southport aforesaid, late of Springview, Parbold, Lancashire	Joiner, Builder, Funeral Furnisher, and General Undertaker	Liverpool ... ..	95 of 1889	1s. 2½d.	First and Final	Nov. 26, 1891 ...	Office of Official Receiver in Bankruptcy, 35, Victoria-street, Liverpool
Broughton, James ... ..	Residing at 35, Beverley-terrace, Cullercoats, and carrying on business at 6, Camden-street, North Shields, both in Northumberland	Auctioneer ... ..	Newcastle-on-Tyne	17 of 1891	1s. 7½d.	First and Final	Nov. 30, 1891 ...	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Burdis, Mary Ann (trading as M. A. Leonard)	15, Eldon-square, Newcastle-on-Tyne ...	Draper and Milliner. A Married Woman trading separately from her Husband, James Urwin Burdis	Newcastle-on-Tyne	61 of 1890	10½d.	Final	Nov. 30, 1891 ...	77, Gresham-street, London, E.C.
Duff, James! ... ..	The Star and Garter Inn, Blyth, Northumberland, and the Ryhope Ox Inn, 151, High-street East, Sunderland, county of Durham	Innkeeper ... ..	Newcastle-on-Tyne	53 of 1890	4s. 8d.	First and Final	Nov. 30, 1891 ...	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Henderson, Thomas (trading as William Henderson)	Crystal Palace Brewery, Palace-street, Newcastle-on-Tyne	Brewer ... ..	Newcastle-on-Tyne	22 of 1891	2s. 2½d.	First and Final	Nov. 30, 1891 ...	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Snowdon, Foster ... ..	Trading at 5, Saville-street, and residing at 2, Washington-terrace, both in North Shields, Northumberland	Merchant Tailor ... ..	Newcastle on-Tyne	13 of 1891	10½d.	First and Final	Nov. 30, 1891 ...	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne



NOTICES OF DIVIDENDS—continued.

No. 26226.

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Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Wilson, John ... ..	Residing at 10, Milton-street, and trading at Gowan-terrace, both in Newcastle-on-Tyne	Builder ... ..	Newcastle-on-Tyne	50 of 1890	10½d.	First and Final	Nov. 30, 1891	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Lewis, John ... ..	Wallis-street, Fishguard, Pembrokeshire ...	Retired Petty Officer from Her Majesty's Navy	Pembroke Dock ...	3 of 1891	2s. 8d.	First and Final	Dec. 2, 1891	Offices of Official Receiver, 11, Quay-street, Carmarthen
Hinton, Frederick ...	161, Queen-street, Portsea, Hampshire ...	Coffee-house Keeper ...	Portsmouth ...	42 of 1891	2s. 9d.	First and Final	Dec. 15, 1891	Offices of Official Receiver, Cambridge Junction, High-street, Portsmouth
Sparke, Esther ... ..	5, Great Southsea-street, Southsea, Hampshire	Milliner and Dressmaker	Portsmouth ...	27 of 1891	3s. 4d.	First and Final	Dec. 15, 1891	Offices of Official Receiver, Cambridge Junction, High-street, Portsmouth
Kiddle, John Thomas ... and Russell, John Edward ... (trading as Kiddle and Russell) ...	Ludwell, parish of Donhead St. Mary, Wiltshire. Birdbush, parish of Donhead St. Mary aforesaid Birdbush, in the parish of Donhead St. Mary aforesaid	Wheelwrights ... ..	Salisbury ... ..	13 of 1891 Under Order for Consolidation of Proceedings dated May 21, 1891	20s. 0d. and 4 per cent. interest for 6 months	First and Final	Dec. 1, 1891	Official Receiver's Offices, Salisbury
Parsons, Samuel Lionel	Stalbridge, Dorsetshire ... ..	Builder ... ..	Salisbury ... ..	3 of 1891	4s. 3d.	First and Final	Nov. 27, 1891	Official Receiver's Offices, Salisbury
Russell, John Edward ... (Separate Estate)	Birdbush, in the parish of Donhead St. Mary, Wiltshire	Wheelwright ... ..	Salisbury ... ..	13 of 1891	20s. 0d. and 4 per cent. interest for 6 months	First and Final	Dec. 1, 1891	Official Receiver's Offices, Salisbury
Cocks, Ann ... .. Cocks, Edward, and Cocks, Philip ... ..	... .. All of Shipton, near Much Wenlock, Salop	Widow Lately carrying on business in copartnership as Farmers	Shrewsbury ... ..	15 of 1890	2s. 7½d.	First and Final	Nov. 28, 1891	Official Receiver's Office, Shrewsbury
Shaw, Robert ... ..	15, Alice-street, Sunderland, in the county of Durham, and lately residing at 7, Tun-stall-terrace, Sunderland, and trading at New Durham-road, Sunderland	Painter ... ..	Sunderland ... ..	14 of 1890	4s. 1d.	First and Final	Nov. 30, 1891	Official Receiver's Office, 25, John-street, Sunderland

THE LONDON GAZETTE, NOVEMBER 24, 1891.

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NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Lidstone, George Chater	40, Castle-street, Swansea, Glamorganshire	Hatter and Hosier ...	Swansea ...	18 of 1890	1½d.	First and Final	Nov. 28, 1891	Offices of Official Receiver, 97, Oxford-street, Swansea
Greenway, James Riley...	Eton Lodge, 8, Upper Grosvenor-road, Tunbridge Wells, Kent	Doctor of Medicine ...	Tunbridge Wells ...	7 of 1891	1s. 9d.	First and Final	Dec. 1, 1891...	Offices of Official Receiver, 24, Railway-approach, London Bridge
Martin, James ...	Residing at 20, School-street, Barrow-in-Furness, and trading at 36, School-street aforesaid	Wheelwright ...	Ulverston and Barrow-in-Furness	9B of 1891	1s. 5d.	First and Final	Nov. 30, 1891	Official Receiver's Office, 16, Cornwallis-street, Barrow-in-Furness
Edwardson, James ...	9, Park-view, Wigan, Lancashire, lately residing at 6, Market-place, Wigan aforesaid	Grocer ...	Wigan ...	4 of 1891	4s.	Composition First Instalment	Nov. 16, 1891	16, Wood-street, Bolton
Addinall, Richard ...	Murton, near York, late 14, Lord Mayor's Walk, York	Market Gardener, late Provision Dealer and Market Gardener	York ...	17 of 1891	1s. 5d.	First and Final	Nov. 28, 1891	Official Receiver's Offices, York
<i>The following Amended Notice is substituted for that published in the London Gazette of the 17th November, 1891.</i>								
Fisher, John ...	The Conquering Hero Inn, Ince, near Wigan, Lancashire	Innkeeper...	Wigan ...	3 of 1885	9s.	First and Final	Nov. 20, 1891	16, Wood-street, Bolton

APPLICATIONS FOR DEBTOES' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Ham, Charles Edmund ... ..	Woking, Surrey... ..	Carpenter and Builder ... ..	Guildford and Godalming	11 of 1889	Dec. 17, 1891, 12 noon, Townhall, Guildford
Wright, James ... ..	The Crow Public-house, Fishpool-street, St. Albans, Hertfordshire	Publican ... ..	St. Albans ... ..	6 of 1890	Dec. 14, 1891, 12 noon, Court-house, St. Albans, Hertfordshire
<i>The following Amended Notice is substituted for that published in the London Gazette of the 20th November, 1891.</i>					
Davies, Isaac ... ..	Argoedfawr, Llanfihangel Geneurglyn, Cardiganshire	Farmer and Sheep Dealer ... ..	Aberystwith ... ..	14 of 1887	Dec. 11, 1891, 12.30 P.M., Townhall, Aberystwith

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Lord, William ... ..	73, Parkhurst-road, Holloway, late 2A, Devonshire-road, Holloway, both in Middlesex	Of no occupation, formerly Clerk in Lloyd's Bank Limited	High Court of Justice in Bankruptcy	791 of 1891	Oct. 30, 1891	Discharge suspended for two years. Bankrupt to be discharged as from 30th October, 1893	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that the bankrupt had contributed to his bankruptcy by unjustifiable extravagance in living
Bailey, Joseph George...	2, Bruton-place, Clifton, in the city and county of Bristol, lately residing at 1, South-terrace, Redland, in the city and county of Bristol	Gardener ... ..	Bristol ... ..	33 of 1891	Oct. 30, 1891	Absolute Order of Discharge granted	
Clear, Morris ... ..	Littleport, Isle of Ely, Cambridgeshire	Grocer and General Dealer	Cambridge ... ..	3 of 1891	Oct. 28, 1891	Discharge refused ... ..	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position; had continued to trade after knowing himself to be insolvent; had contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay them; had failed to account satisfactorily for the deficiency of assets to meet his liabilities; and had brought on and contributed to his bankruptcy by rash and hazardous speculations, by extravagance in living, by gambling, and by culpable neglect of his business affairs
Stewart, John ... ..	4, Holland-cottages, Great Clacton, Essex	Market Gardener ... ..	Colchester ... ..	20 of 1888	Oct. 27, 1891	Discharge granted on proof that payment has been made to the Official Receiver of the sum of £10 for distribution amongst the unsecured creditors	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; and had continued to trade after knowing himself to be insolvent
Martin, William Hatch	Fursdon Farm, Bratton, Clovelly, Devonshire	Farmer ... ..	East Stonehouse	56 of 1890	Oct. 14, 1891	Discharge suspended for two years. Bankrupt to be discharged as from 14th October, 1893	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that the bankrupt about seventeen or eighteen years since filed a petition for liquidation of his affairs, but his estate did not pay any Dividend

ORDERS MADE ON APPLICATIONS FOR DISCHARGE—*continued.*

No 262261

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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.
Kemp, William, and Samuel, Solon Lazarus (trading as William Kemp and Son)	Pitt-street, in the city of Norwich	Boot and Shoe Manufacturers	Norwich	49 of 1890	Oct. 28, 1891	Discharge as to William Kemp suspended for four months Discharge as to Solon Lazarus Samuel suspended for one month	Bankrupts had omitted to keep such books of account as are usual and proper in the business carried on by them, and as sufficiently disclose their business transactions and financial position within three years preceding their bankruptcy; had continued to trade after knowing themselves to be insolvent; and had contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay the same
Bloom, Israel	Lately trading and residing at 99 and 153, High-street, Swansea, as the Swansea Furnishing Co., now of 24, Aberdyberthy-street, Swansea, Glamorganshire	Cabinet Maker and Upholsterer	Swansea	31 of 1889	Oct. 29, 1891	Discharge refused	Bankrupt had omitted to keep proper books of account; had contracted debts without reasonable expectation of paying same; and had on a previous occasion made a Composition with his creditors
Davies, Roes	57, Oxford-street, Swansea, Glamorganshire	Grocer	Swansea	29 of 1890	Oct. 29, 1891	Discharge suspended until 1st March, 1892, and until a Dividend of 3s. 2d. in the pound has been paid to all the creditors of the bankrupt	Bankrupt had omitted to keep proper books of account; had on two previous occasions been adjudged bankrupt or made an arrangement with his creditors
Nicholls, Arthur, the elder, and Nicholls, Arthur, the younger (trading as A. Nicholls and Son)	10, Christina-street, Swansea, Glamorganshire Sketty, near Swansea Portland-buildings, Portland-street, Swansea	Cabinet Makers, Upholsterers, and Auctioneers	Swansea	15 of 1888	Oct. 29, 1891	Discharge of both bankrupts suspended until 1st February, 1892. Granted as from that date	Bankrupts had omitted to keep books of account; and had continued to trade after knowing themselves to be insolvent

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**APPOINTMENTS OF TRUSTEES.**

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Oliver, Arthur King ... and Banks, Henry James ... (lately trading in copartner- ship as Oliver and Banks) ...	112, Albert-road, Hoe-street, Walthamstow, Essex 81, Strickland-street, St. John's, in the county of London Lately trading at 119, Newgate-street, in the city of London	Lately Tailors ...	High Court of Justice in Bankruptcy	1235 of 1891	Pratt, Henry James	9, Old Jewry-chambers, E.C.	Nov. 16, 1891
Sedgwick, George Stanley ...	51, Welbeck-street, lately residing at 45, Rut- land-gate, both in Middlesex	Financial Agent ...	High Court of Justice in Bankruptcy	735 of 1891	Hobbs, Edward ...	110, Cheapside, E.C. ...	Nov. 18, 1891
Silverstone, Mendel (trading as Elton and Co.)	184A, Oxford-street, in the county of London, and residing at 2, South Ealing-road, Ealing, Middlesex	Music Publisher ...	High Court of Justice in Bankruptcy	1334 of 1891	Preen, Harvey Ed- ward	15, Coleman-street, E.C. ...	Nov. 14, 1891
Tubbs, William ...	Late 39, Wood-street, in the city of London, lately residing at Avoca Lodge, Branstone- road, Kew, Surrey, now residing at Walton Lodge, Ennerdale-road, Kew	... ..	High Court of Justice in Bankruptcy	985 of 1891	Ward, Robert James	Bloomsbury-mansions, Hart- street, Bloomsbury, W.C.	Nov. 5, 1891
Beale, Arthur Percy ...	21, Market-place, Great Bridge, Staffordshire ...	Grocer and Provision Dealer	Dudley ...	9 of 1891	Mobberley, Harry Thomas	Castle-street, Dndley, Wor- cestershire, Chartered Ac- countant	Nov. 21, 1891
Collins, Frederic (trading as Collins and Co.)	Byram Arcade, Westgate, Huddersfield, York- shire, and residing at Wood Nook, Meltham, in the township of Honley, Yorkshire	Cycle Agent ...	Huddersfield ...	29 of 1891	Handley, Thomas William	4A, Booth-street, Man- chester, Chartered Ac- countant	Nov. 20, 1891
Clarke, William Edward ...	The Wharf, High-street, Fenny Stratford, Buckinghamshire	Coal Factor ...	Northampton ...	43 of 1891	Palmer, Augustus Cufaude	42, Newland, Northampton	Nov. 16, 1891
Marchinton, James (trading as Makin Marchinton and Company)	5, Christchurch-road, Pitsmoor, and Hillfoot, both in Sheffield, Yorkshire	Steel and File Manufacturer	Sheffield ...	40 of 1891	Foster, Edward Saville	St. James'-row, Sheffield, Chartered Accountant	Nov. 20, 1891
Webbern, Richard ...	Waterloo-street, Swansea, Glamorganshire ...	Furniture Dealer ...	Swansea ...	33 of 1891	Davies, Frank Wil- liam	15, Dynevor-place, Swansea, Auctioneer	Nov. 20, 1891

NOTICES OF RELEASE OF TRUSTEES.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Kirner, Raphael (trading as Winterhalder and Co.)	99, Bishopsgate-street Without, in the city of London	Watchmaker and Jeweller	High Court of Justice in Bankruptcy	1005 of 1890	E. Leadam Hough ...	33, Carey - street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1891
Jones, Thomas ... ..	Late 20, Pembroke-street, Aberdare, Glamorganshire, now 50, Wyndham-road, Canton, Cardiff, Glamorganshire	Late Grocer, now Grocer's Assistant	Aberdare ... ..	1 of 1891	William Lewes Daniel	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 12, 1891
Roberts, John Jarrett ...	Trading at Handel House, Upper Bangor, Carnarvonshire, and residing at 2, Nant-terrace, Menai Bridge, Anglesey	Music Dealer ... ..	Bangor ... ..	22 of 1890	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ...	Nov. 4, 1891
Birdsall, Jabez (trading as J. Birdsall and Sons)	Blucher-street, Barnsley, Yorkshire	Joiner and Builder ...	Barnsley ... ..	2 of 1891	William Johnson Clegg	3, Back Regent-street, Barnsley	Official Receiver ...	Nov. 4, 1891
Finchen, Thomas Ward ...	The Volunteer Arms, Market Lavington, Wiltshire	Licensed Victualler and Coal Retailer	Bath ... ..	13 of 1890	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Oct. 12, 1891
Groom, Stephen, the younger	23, Grafton-road, Bedford, Bedfordshire	Draper's Assistant ...	Bedford ... ..	3 of 1891	Alfred Ewen ...	1A, Saint Paul's-square, Bedford	Official Receiver ...	Nov. 4, 1891
Asbury, Charles (trading as C. Asbury and Co.)	Trading at 15, Wainwright-street, Aston-juxta-Birmingham, Warwickshire, and residing at 52, Finch-road, Handsworth, Staffordshire	Lamp Manufacturer ...	Birmingham ... ..	14 of 1891	Luke Jesson Sharp...	25, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1891
Goodwill, William Ernest...	Residing and trading at 109, Newtown-row, Birmingham, Warwickshire	Chemist and Druggist	Birmingham ... ..	42 of 1891	Luke Jesson Sharp...	25, Colmore-row, Birmingham	Official Receiver ...	Nov. 4, 1891
vide, William ... ..	7, Upper Dean-street, Birmingham, Warwickshire, lately trading at 27, High-street, Birmingham aforesaid, and now at 95, Worcester-street, and 73, High-street, Deritend, all in Birmingham aforesaid	Fruiterer ... ..	Birmingham ... ..	66 of 1890	Luke Jesson Sharp...	25, Colmore-row, Birmingham	Official Receiver ...	Nov. 4, 1891
Wil Henry George ... ..	Residing and trading at 30, Icknield Port-road, in the city of Birmingham	Fruiterer and Grocer	Birmingham ... ..	99 of 1890	Luke Jesson Sharp...	25, Colmore-row, Birmingham	Official Receiver ...	Oct. 13, 1891
Bee, James ... ..	Woodfield Park Farm, near Blackburn, Lancashire, formerly residing and trading at Woodplumpton, near Preston, Lancashire	Farm Manager ... ..	Blackburn ... ..	19 of 1890	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Oct. 12, 1891

NOTICES OF RELEASE OF TRUSTEES—*continued.*

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Marsden, William (lately trading as William Marsden and Co.)	39, Randal-street, Blackburn, lately residing at 27, Mill-lane, and lately trading at Mill-lane, Blackburn, all in Lancashire	Paper and Paper Bag Manufacturer and Printer	Blackburn ...	25 of 1890	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Oct. 12, 1891
Armstrong, James, and Armstrong, Thomas (trading as Armstrong Bros.) ...	72, King-street and 54, Bradshaw-gate, Leigh, Lancashire	Cloggers and Cycle Agents	Bolton ...	1 of 1891	Thomas Hall Winder	16, Wood-street, Bolton	Official Receiver ...	Nov. 4, 1891
Hutchinson, Thomas ...	Crosse's Farm, Rivington, near Bolton, Lancashire	Farmer... ..	Bolton ...	32 of 1890	Thomas Hall Winder	16, Wood-street, Bolton	Official Receiver ...	Oct. 12, 1891
Young, Walter ...	54, Heywood-street, Bury, Lancashire	Insurance Superintendent	Bolton ...	8 of 1891	Thomas Hall Winder	16, Wood-street, Bolton	Official Receiver ...	Oct. 12, 1891
Briggs, Thomas ...	Residing and trading at the Queen Hotel, Windhill, Shipley, Yorkshire	Licensed Victualler ...	Bradford ...	8 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1891
Hunt, George Henry ...	Formerly Kirkgate, Thirsk, now Warren-lane, Gilstead, near Bingley, both in Yorkshire	Solicitor's Clerk ...	Bradford ...	20 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1891
Loft, George Martin ...	24, Edmund-street, and carrying on business at 23, Leeds-road, both in Bradford, Yorkshire	Insurance and Mortgage Broker	Bradford ...	21 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1891
Padgett, John, and... Padgett, John Alfred (trading as J. Padgett and Son)	Both lately residing at 34, Woodview-terrace, now at 12, Spring-gardens, and trading at 255, Swan-arcade, all in Bradford, Yorkshire	Woollen Merchants ...	Bradford ...	97 of 1890	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Nov. 4, 1891
Rhodes, Thomas (trading as Thomas Rhodes and Co.)	Pavement-street, Cleckheaton, Yorkshire	Boot and Shoe Manufacturer	Bradford ...	96 of 1890	J. Arthur Binns ...	31, Manor row, Bradford	Official Receiver ...	Oct. 12, 1891
Walmsley, Sam, and Ingle, Jonathan Leach ... (trading as Walmsley and Ingle)	24, Chesham-street, Horton 24, Howard-street, Little Horton	Engineers and Machine Makers	Bradford ...	90 of 1890	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1891
France, Bertram Frederick ...	18, Southampton-parade, Redland, in the city of Bristol	Fancy Draper and Costumier	Bristol ...	45 of 1890	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Oct. 13, 1891



NOTICES OF RELEASE OF TRUSTEES—*continued.*

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Pugsley, William Charley...	Boyce's-avenue, Clifton, in the city of Bristol	Builder and Contractor	Bristol ... ..	50 of 1890	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Nov. 4, 1891
Nelson, William ... ..	The Hound Inn, Stradishall, Suffolk	Innkeeper ... ..	Cambridge ... ..	20 of 1890	John Ellison ... ..	5, Petty Cury, Cambridge	Official Receiver ...	Oct. 12, 1891
Adams, John Rowe ... ..	Park Inn, Park-place, Dover, Kent	Licensed Victualler ...	Canterbury ... ..	73 of 1890	Worsfold Mowll ... ..	5, Castle-street, Canterbury	Official Receiver ...	Nov. 4, 1891
Evans, Samuel ... ..	Lately residing at Cwm Llandeifeilog, Carmarthenshire, now residing at Britannia House, 3, Priory-street, Carmarthen	Late Farmer, now Grocer and Cow-keeper	Carmarthen ... ..	1 of 1891	Thomas Thomas ... ..	11, Quay - street, Carmarthen	Official Receiver ...	Oct. 12, 1891
Griffiths, William ... ..	Dafen, near Llanelly ... ..	Butcher ... ..	Carmarthen ... ..	21 of 1890	Thomas Thomas ... ..	11, Quay - street, Carmarthen	Official Receiver ...	Nov. 4, 1891
Miles, John ... ..	Hamilton Cottage, Hanover-street, Cheltenham, Gloucestershire, formerly residing and trading at the Adam and Eve Inn, Townsend-street, Cheltenham, and afterwards at the Barrel Inn, High-street, Tewkesbury, Gloucestershire	Carpenter and Joiner, formerly Innkeeper	Cheltenham... ..	3 of 1891	Charles Scott ... ..	15, King-street, Gloucester	Official Receiver ...	Oct. 13, 1891
Wigley, William Henry ...	34, Hatherley-street, Tivoli, Cheltenham, Gloucestershire	School Attendance Officer	Cheltenham ... ..	28 of 1890	Charles Scott ... ..	15 King-street, Gloucester	Official Receiver ...	Oct. 12, 1891
Imrie, Mona Eleanor Louise	Erin Villa, Edith-road, Clacton-on-Sea, Essex, lately residing at St. Mary's Rectory, Newmarket, Cambridgeshire	Spinster ... ..	Colchester ... ..	4 of 1891	Frederick Messent ...	36, Princes - street, Ipswich	Official Receiver ...	Nov. 4, 1891
Loydall, Susan Mary ... ..	Residing at Rose Cottage, Long Lawford, near Rugby, and carrying on business at Long Lawford, near Rugby, Warwickshire	Farmer ... ..	Coventry ... ..	3 of 1891	Edward Thomas Peirson	17, Hertford - street, Coventry	Official Receiver ...	Oct. 12, 1891

**ADMINISTRATION ORDER IN THE CASE OF DECEASED DEBTOR.**

Name of Deceased.	Late Address.	Late Description.	Date of Death.	Court.	No. of Matter.	Date of Order.	Date of Filing 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.
Johnston, James ...	Late of Temple-court, Church-street, Blackburn, Lancashire, and residing at Alum Scar, Pleasington, Lancashire	Tea Merchant ...	July 28, 1891	Blackburn ...	27 of 1891	Nov. 20, 1891	Nov. 9, 1891 (Petition)	... ..	Will, dated Feb. 19, 1890	Nov. 7, 1891

**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.
Smith, Lucy, otherwise Mrs. Lawrence Brooke	2, Carlton-terrace, Scarborough, Yorkshire	Widow ... ..	Scarborough ...	19 of 1891	Bankruptcy Petition	Oct. 29, 1891 ...	Dec. 7, 1891, 12 noon	W. Rowntree and Sons, Scarborough, Drapers

Pursuant to the Acts and Rules, notices to the above effect have been received by the Board of Trade.

JOHN SMITH, Inspector-General in Bankruptcy.

**THE COMPANIES ACTS, 1862 TO 1890.  
WINDING-UP ORDERS.**

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date of Order.	Date of Presentation of Petition.
The United Kingdom Property Trust Limited ... ..	12, Pancras-lane, E.C. ... ..	High Court of Justice ...	87 of 1891	Oct. 31, 1891 ...	Oct. 1, 1891

**NOTICE OF DAY APPOINTED FOR PUBLIC EXAMINATION.**

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date fixed for Examination.	Names of Persons to be Examined.	Hour.	Place.
The Rock Freehold Land Society Limited	112, Westminster Bridge-road, London, S.E.	High Court of Justice	69 of 1891	Dec. 14, 1891 ... ..	Robert Airey James, Thomas Allen, Charles Leslie Gilpin, Henry Jones Patrick, William Robert King, Jeffery Pratt, George Marshall	11 A.M.	At the Court sitting in Bankruptcy, at 34, Lincoln's-inn-fields, London, W.C.

Pursuant to the Companies (Winding-up) Act, 1890, and the Rules thereunder, notices to the above effect have been received by the Board of Trade.  
JOHN SMITH, Inspector-General in Companies Liquidation.

**T**HE estates of Joseph Rosentwég, carrying on business as Fancy Bag Manufacturer, under the firm of Joseph Rosentweg and Company, at Old Wynd, Glasgow, residing recently at 3, Walton-street, Shawlands, and now furth of Scotland, were sequestrated on the 18th day of November, 1891, by the Sheriff of Lanarkshire, at Glasgow.

The first deliverance is dated the 9th day of November 1891.

The meeting to elect the Trustée and Commissioners

is to be held at twelve o'clock, noon, on Friday, the 27th day of November, 1891, within the Faculty Hall, St. George's-place, Glasgow.

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 18th day of March, 1892.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DONALD and MARR, Agents, 170, Hope-street, Glasgow.

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*NOTICE.—All Notices and Advertisements are published in the London Gazette at the risk of the Advertiser.*

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*All Letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, 47, St. Martin's Lane, London, W.C.*

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