

Local Matters.

Held Over.

A review of a worthy poem by Mr. C. G. D. Roberts in last Scribner—will next.

Early Tea.

The river is nearly choked with ice, and last night about twelve steamers had to "off" out of its way. We shall likely have a raftsmen, though, before the river is fast yet; and a few more trips by the boats.

Obituary.

The funeral of Mr. John D. Rainford, who died on the 11th inst., will take place on the 13th inst. at 10 o'clock. Deceased was in his 60th year, and was one of those who in life earned and won the respect of all who knew him.

No Amends.

We have been told that those who insulted the young ladies coming to training school were not Frederickites. We know better: A large number of the misguided creatures do belong to Frederick; but a few belong to an institution of learning. These very shames, one should think, ought to be a warning to the rest of the city.

Art by an Amateur.

We direct the attention of our readers to an almost perfect portrait of Rev. W. W. Brewer in Copley's window. The portrait is a pencil sketch by Mr. F. H. Risteen of the STAR. We should rather let others than ourselves pronounce upon its merits; but we do really think it a very young man without much practice, it is quite creditable. (Our object is merely to let the same people see an exhibition at Mr. Murray & Fenety's.—Ed. STAR.

Shattered Books.

It is not a good idea to purchase in a dry goods store, that a day or two afterwards you did not see a "slasher" set of going-off for half price. And our regrets were not a great deal when Mr. McKeag brought in his advertisement for announcing a general clear out at a sacrifice. We just call our readers' attention to his store; or rather those who were fortunate enough to keep their money for a slasher sale.

Painful Accident.

On Wednesday evening last Mr. A. Colter was talking along to his home in Keewick. When, at a short distance from his house, a team of horses, driven along at a furious rate, ran over the old gentleman. He was knocked senseless, and it was some time before he was picked up. Dr. Barker attended, and he says the old gentleman is yet in a precarious condition. The team is said to have been driven by a girl from town and the name of one is known.

Orange Dinner.

The dinner held at Mr. John B. Groves' last evening was a most pleasant and thoroughly enjoyable affair. The host catered to every wish of his friends; and the bro-brother helped themselves to their fill of the good things prepared. There were the usual tonics—speeches and songs; and indeed everything that goes to make up an enjoyable and orderly affair. Best of all, there was no declaration of war made against any crowd; and all people who do not believe in Orange demonstrations have no cause to tremble. The "host" came in for a good share of praise and "honors," and he well deserved both.

Promised.

A number of ladies with a few of their male friends, under the O. F. Hall Tuesday evening, preparing for the Bazaar. The ladies bring out their materials there which they wrought into all kinds of beautiful and fancy shapes. The gentlemen took little tales, and the ladies stiched from 7 to 10. While the work was going on, it was agreed to give a concert in connection with the Bazaar in a week or so, in the City Hall. It was then judged from a faint idea of the programme, and the parties proposed to carry it out, we have no hesitation in telling our citizens there is a rich treat in store for them. We shall have further to say about the programme.

Essential.

Mr. Melville Jack, C. E., arrived in town on Tuesday as a traveler. We are glad to see he is joking nothing the worse of his new home.

Grace Egerton is in St. John. She will visit Frederick.

Mr. Elder, of the Telegraph, is yet in Kansas.

Mrs. A. G. Beckwith, of the Board of Works, left Frederick this morning for the North, to examine the bridges and other works destroyed by the late storm. He will be absent about a week. We are pleased to note Hon. Mr. Landry's promptness in this and other matters which have required the immediate attention of his department. Merit will have its reward.

Mr. G. D. Roberts Leaves Frederick.

Mr. Charles G. D. Roberts left here today for Charlton, to take charge of the Grammar School there, lately vacated by Mr. I. B. Oakes who has been appointed an Inspector of Schools. We congratulate the Charlton people on procuring the services of such a talented and estimable young gentleman as Mr. Roberts. Mr. H. W. T. was graduated at the New Brunswick University, where he distinguished himself as having decidedly scholarly tastes. He is well known as the author of some very meritorious poems and exquisite epigrams to the leading magazines; the STAR has been favored with delicious little poems from his pen. We heartily wish our young friend success, and we commend him, though no doubt we need not, to a constant cultivation of the poetic plant now budding in him with such fair promise. Best wishes and bon voyage.

BRIEFS.

—There was skating at Caribou on Tuesday.

—There is but one wood boat in port.

—President Hayes has proclaimed the 27th as a day of thanksgiving.

—The Boston Piano Company is booked for Frederick on the 22nd inst.

—The river is falling.

—Slight flurry of snow yesterday.

—Mr. A. Gibson intends to sail a few men, of which Mr. Baker is one, to the Napitogin this winter prospecting for gold.

—The Council's order respecting the repairs required at the West End wharf, have been carried into effect.

Landry's Musical Monthly.

We have received the latest number of Landry's Musical Monthly. This book contains a number of the most select and popular musical gems of the day. No young lady should be without this Journal. It is published in St. John.

City Council Meeting.

The City Council held its regular monthly meeting of Tuesday evening, 4th inst. Commissioners composed of Aldermen Smith, Gunter and Wood, Aldermen Beck, Eichey and Babbitt, were appointed to enquire into the floating indebtedness of the city and to examine the public accounts and report to the Council at the next regular meeting. The Aldermen seemed to be in very good humor, and the various subjects for consideration were disposed of in one-two-three order. General business in connection with public accounts occupied their attention. We publish a comparison of the financial standing of the City for the fiscal years 1878 and 1879. The School Trustees have made a demand to the City for the following items:

Schools	\$12,000.00
Board of Health	3,000.00
Police Department	3,000.00
Fire Department	3,000.00
Public Works	4,000.00
Public Buildings	1,000.00
Public Printing	500.00
Public Library	500.00
Public Baths	500.00
Public Parks	500.00
Public Amusement	500.00
Public Charities	500.00
Public Health	500.00
Public Safety	500.00
Public Order	500.00
Public Education	500.00
Public Improvement	500.00
Public Welfare	500.00
Public Interest	500.00
Public Honor	500.00
Public Respect	500.00
Public Esteem	500.00
Public Admiration	500.00
Public Approval	500.00
Public Praise	500.00
Public Recognition	500.00
Public Acknowledgment	500.00
Public Gratitude	500.00
Public Appreciation	500.00
Public Gratitude	500.00
Public Appreciation	500.00

Mr. Wm. Jaffrey, a young and enterprising burglar of this quiet hamlet is fitting up a shop preparatory to going into the grocery business.

ACCIDENT.

A horse belonging to Dr. Gregory, yesterday, while crossing the river on what is known as the old "Marysville," suddenly bounded over the end, (alarmed by the creaking of the old boat, no doubt), into the water. A small boat had to be put out to save the animal. The law provides that guard chains should be placed on both ends of ferry boats, but this man Gill has seen fit to set the law at defiance and see the result. This abandonment of a boat should at once be put on shore and destroyed, else it will surely prove the coffin some day of passengers who have temerity enough to take passage in such a dangerous and ill-constructed old trap.

SCHOOL EXAMINATIONS.

The School Examinations in District No. 5, Hammond, took place on the 28th ult. The pupils were examined in reading, writing and arithmetic, and acquitted themselves in a highly creditable and interesting manner. A large number of visitors was present. The Trustees expressed themselves in terms of unqualified eulogy and unqualified satisfaction in regard to the progress that had been made, and over the evidence of the prompt application of soap and water visible upon the youthful faces. The visitors seemed much pleased with the steady appearance of the teacher, Miss Booth, who has wielded the terule in the School for the last two years, has handed in her resignation. I understand she intends to spend the winter in a more enjoyable manner.

INDUSTRIES.

I understand that Mr. R. C. McKeag has just purchased a first class triple-ported, level-tread threshing machine direct from Heber & Son, Penn., cost \$450. The proprietor claims that this machine is scarcely second to any in the neighborhood. Mr. Mac is an enterprising young lad and we hope his venture will be successful.

RIVER DRIVING.

The heavy rains of the past few days, has raised the water level in the river, and the relief of the mill owners, who are anxious to take advantage of the slight advance in price.

ELECTION.

The election of a Councilman for the Parish of Hammond took place in the Hammond Hall on the 28th ultimo. There were three candidates under nomination, Messrs. Douglass, Forsyth and Ferguson. There was quite a hot contest between Ferguson and Forsyth, as to who should win the day, but Forsyth gained the victory by a majority of five, and was declared elected.

SCHOOL.

The large and well-attended Schoolhouse at Hillsdale Wood and wire Panake Fitchers, Butler Crooks, & Co. at LEMONT'S VARIETY STORE, Nov. 7.

Coal Hods, Shovels, &c.

A WELL assorted lot of Common A and Fancy Patented Coal Hods, &c. at LEMONT'S VARIETY STORE, Nov. 7.

LADIES' ATTENTION!

A LARGE lot of Dressed Mink Skins for trimming Cloaks, Caps, &c. Different qualities and prices. Also, Dressed Mink Hats, Tippet, Boss, Ties and Muffs, &c. at LEMONT'S VARIETY STORE, Nov. 6, 1879.

Mr. McCallum, Dominion Land Surveyor, has sent out with specimens of gold and silver found in the vicinity of Port George, on the Canadian Pacific Railway.

REGULATIONS.

Respecting the disposal of certain Public Lands for the purposes of the Canadian Pacific Railway.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the north-west thereof, are submitted for the consideration of the Hon. the Minister of the Interior, dated the 9th July last, governing the mode of disposing of the Public Lands situated within one hundred and ten miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby suspended.

1. "Until further and final survey of the said Railway has been made west of the Red River, and for the purposes of these provisions, the line of the said Railway shall be assumed to be on the fourth base westward of the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Sheik River with the River Assiniboine."

2. "The country lying on each side of the line of the said Railway shall be respectively divided into belts, as follows:—
(1) A belt of five miles on either side of the railway, and immediately adjoining the same to be called 'Belt A.'
(2) A belt of fifteen miles on either side of the railway, and immediately adjoining the said Belt A, to be called 'Belt B.'
(3) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt B, to be called 'Belt C.'
(4) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt C, to be called 'Belt D.'
(5) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt D, to be called 'Belt E.'
(6) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt E, to be called 'Belt F.'
(7) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt F, to be called 'Belt G.'
(8) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt G, to be called 'Belt H.'
(9) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt H, to be called 'Belt I.'
(10) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt I, to be called 'Belt J.'
(11) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt J, to be called 'Belt K.'
(12) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt K, to be called 'Belt L.'
(13) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt L, to be called 'Belt M.'
(14) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt M, to be called 'Belt N.'
(15) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt N, to be called 'Belt O.'
(16) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt O, to be called 'Belt P.'
(17) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt P, to be called 'Belt Q.'
(18) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt Q, to be called 'Belt R.'
(19) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt R, to be called 'Belt S.'
(20) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt S, to be called 'Belt T.'
(21) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt T, to be called 'Belt U.'
(22) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt U, to be called 'Belt V.'
(23) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt V, to be called 'Belt W.'
(24) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt W, to be called 'Belt X.'
(25) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt X, to be called 'Belt Y.'
(26) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt Y, to be called 'Belt Z.'
(27) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt Z, to be called 'Belt AA.'
(28) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt AA, to be called 'Belt BB.'
(29) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt BB, to be called 'Belt CC.'
(30) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CC, to be called 'Belt DD.'
(31) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt DD, to be called 'Belt EE.'
(32) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EE, to be called 'Belt FF.'
(33) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt FF, to be called 'Belt GG.'
(34) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt GG, to be called 'Belt HH.'
(35) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt HH, to be called 'Belt II.'
(36) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt II, to be called 'Belt JJ.'
(37) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt JJ, to be called 'Belt KK.'
(38) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt KK, to be called 'Belt LL.'
(39) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt LL, to be called 'Belt MM.'
(40) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt MM, to be called 'Belt NN.'
(41) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt NN, to be called 'Belt OO.'
(42) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt OO, to be called 'Belt PP.'
(43) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt PP, to be called 'Belt QQ.'
(44) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt QQ, to be called 'Belt RR.'
(45) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt RR, to be called 'Belt SS.'
(46) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt SS, to be called 'Belt TT.'
(47) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt TT, to be called 'Belt UU.'
(48) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt UU, to be called 'Belt VV.'
(49) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt VV, to be called 'Belt WW.'
(50) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt WW, to be called 'Belt XX.'
(51) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt XX, to be called 'Belt YY.'
(52) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt YY, to be called 'Belt ZZ.'
(53) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt ZZ, to be called 'Belt AAA.'
(54) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt AAA, to be called 'Belt BBB.'
(55) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt BBB, to be called 'Belt CCC.'
(56) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CCC, to be called 'Belt DDD.'
(57) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt DDD, to be called 'Belt EEE.'
(58) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EEE, to be called 'Belt FFF.'
(59) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt FFF, to be called 'Belt GGG.'
(60) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt GGG, to be called 'Belt HHH.'
(61) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt HHH, to be called 'Belt III.'
(62) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt III, to be called 'Belt JJJ.'
(63) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt JJJ, to be called 'Belt KKK.'
(64) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt KKK, to be called 'Belt LLL.'
(65) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt LLL, to be called 'Belt MMM.'
(66) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt MMM, to be called 'Belt NNN.'
(67) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt NNN, to be called 'Belt OOO.'
(68) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt OOO, to be called 'Belt PPP.'
(69) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt PPP, to be called 'Belt QQQ.'
(70) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt QQQ, to be called 'Belt RRR.'
(71) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt RRR, to be called 'Belt SSS.'
(72) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt SSS, to be called 'Belt TTT.'
(73) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt TTT, to be called 'Belt UUU.'
(74) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt UUU, to be called 'Belt VVV.'
(75) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt VVV, to be called 'Belt WWW.'
(76) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt WWW, to be called 'Belt XXX.'
(77) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt XXX, to be called 'Belt YYY.'
(78) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt YYY, to be called 'Belt ZZZ.'
(79) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt ZZZ, to be called 'Belt AAAA.'
(80) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt AAAA, to be called 'Belt BBBB.'
(81) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt BBBB, to be called 'Belt CCCC.'
(82) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CCCC, to be called 'Belt DDDD.'
(83) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt DDDD, to be called 'Belt EEEE.'
(84) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EEEE, to be called 'Belt FFFF.'
(85) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt FFFF, to be called 'Belt GGGG.'
(86) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt GGGG, to be called 'Belt HHHH.'
(87) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt HHHH, to be called 'Belt IIII.'
(88) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt IIII, to be called 'Belt JJJJ.'
(89) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt JJJJ, to be called 'Belt KKKK.'
(90) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt KKKK, to be called 'Belt LLLL.'
(91) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt LLLL, to be called 'Belt MMMM.'
(92) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt MMMM, to be called 'Belt NNNN.'
(93) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt NNNN, to be called 'Belt OOOO.'
(94) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt OOOO, to be called 'Belt PPPP.'
(95) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt PPPP, to be called 'Belt QQQQ.'
(96) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt QQQQ, to be called 'Belt RRRR.'
(97) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt RRRR, to be called 'Belt SSSS.'
(98) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt SSSS, to be called 'Belt TTTT.'
(99) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt TTTT, to be called 'Belt UUUU.'
(100) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt UUUU, to be called 'Belt VVVV.'
(101) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt VVVV, to be called 'Belt WWWW.'
(102) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt WWWW, to be called 'Belt XXXX.'
(103) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt XXXX, to be called 'Belt YYYY.'
(104) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt YYYY, to be called 'Belt ZZZZ.'
(105) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt ZZZZ, to be called 'Belt AAAAA.'
(106) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt AAAAA, to be called 'Belt BBBBB.'
(107) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt BBBBB, to be called 'Belt CCCCC.'
(108) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CCCCC, to be called 'Belt DDDDD.'
(109) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt DDDDD, to be called 'Belt EEEEE.'
(110) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EEEEE, to be called 'Belt FFFFF.'
(111) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt FFFFF, to be called 'Belt GGGGG.'
(112) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt GGGGG, to be called 'Belt HHHHH.'
(113) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt HHHHH, to be called 'Belt IIIIII.'
(114) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt IIIIII, to be called 'Belt JJJJJ.'
(115) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt JJJJJ, to be called 'Belt KKKKK.'
(116) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt KKKKK, to be called 'Belt LLLLL.'
(117) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt LLLLL, to be called 'Belt MMMMM.'
(118) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt MMMMM, to be called 'Belt NNNNN.'
(119) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt NNNNN, to be called 'Belt OOOOO.'
(120) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt OOOOO, to be called 'Belt PPPPP.'
(121) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt PPPPP, to be called 'Belt QQQQQ.'
(122) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt QQQQQ, to be called 'Belt RRRRR.'
(123) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt RRRRR, to be called 'Belt SSSSS.'
(124) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt SSSSS, to be called 'Belt TTTTT.'
(125) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt TTTTT, to be called 'Belt UUUUU.'
(126) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt UUUUU, to be called 'Belt VVVVV.'
(127) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt VVVVV, to be called 'Belt WWWWV.'
(128) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt WWWWV, to be called 'Belt XXXXV.'
(129) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt XXXXV, to be called 'Belt YYYYV.'
(130) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt YYYYV, to be called 'Belt ZZZZV.'
(131) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt ZZZZV, to be called 'Belt AAAAAV.'
(132) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt AAAAAV, to be called 'Belt BBBBIV.'
(133) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt BBBBIV, to be called 'Belt CCCCIV.'
(134) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CCCCIV, to be called 'Belt DDDDIV.'
(135) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt DDDDIV, to be called 'Belt EEEEV.'
(136) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EEEEV, to be called 'Belt FFFFEV.'
(137) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt FFFFEV, to be called 'Belt GGGGIV.'
(138) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt GGGGIV, to be called 'Belt HHHHIV.'
(139) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt HHHHIV, to be called 'Belt IIIIIV.'
(140) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt IIIIIV, to be called 'Belt JJJJIV.'
(141) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt JJJJIV, to be called 'Belt KKKKIV.'
(142) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt KKKKIV, to be called 'Belt LLLLIV.'
(143) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt LLLLIV, to be called 'Belt MMMMIV.'
(144) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt MMMMIV, to be called 'Belt NNNNIV.'
(145) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt NNNNIV, to be called 'Belt OOOOIV.'
(146) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt OOOOIV, to be called 'Belt PPPPIV.'
(147) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt PPPPIV, to be called 'Belt QQQQIV.'
(148) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt QQQQIV, to be called 'Belt RRRRIV.'
(149) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt RRRRIV, to be called 'Belt SSSSIV.'
(150) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt SSSSIV, to be called 'Belt TTTTIV.'
(151) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt TTTTIV, to be called 'Belt UUUUIV.'
(152) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt UUUUIV, to be called 'Belt VVVVIV.'
(153) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt VVVVIV, to be called 'Belt WWWWIV.'
(154) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt WWWWIV, to be called 'Belt XXXXIV.'
(155) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt XXXXIV, to be called 'Belt YYYYIV.'
(156) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt YYYYIV, to be called 'Belt ZZZZIV.'
(157) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt ZZZZIV, to be called 'Belt AAAAAIV.'
(158) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt AAAAAIV, to be called 'Belt BBBBIV.'
(159) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt BBBBIV, to be called 'Belt CCCCIV.'
(160) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CCCCIV, to be called 'Belt DDDDIV.'
(161) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt DDDDIV, to be called 'Belt EEEEV.'
(162) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EEEEV, to be called 'Belt FFFFEV.'
(163) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt FFFFEV, to be called 'Belt GGGGIV.'
(164) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt GGGGIV, to be called 'Belt HHHHIV.'
(165) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt HHHHIV, to be called 'Belt IIIIIV.'
(166) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt IIIIIV, to be called 'Belt JJJJIV.'
(167) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt JJJJIV, to be called 'Belt KKKKIV.'
(168) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt KKKKIV, to be called 'Belt LLLLIV.'
(169) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt LLLLIV, to be called 'Belt MMMMIV.'
(170) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt MMMMIV, to be called 'Belt NNNNIV.'
(171) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt NNNNIV, to be called 'Belt OOOOIV.'
(172) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt OOOOIV, to be called 'Belt PPPPIV.'
(173) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt PPPPIV, to be called 'Belt QQQQIV.'
(174) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt QQQQIV, to be called 'Belt RRRRIV.'
(175) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt RRRRIV, to be called 'Belt SSSSIV.'
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(186) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt CCCCIV, to be called 'Belt DDDDIV.'
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(188) A belt of twenty miles on either side of the railway, and immediately adjoining the said Belt EEEEV, to be called 'Belt FFFFEV.'
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