

works, and conveniences connected therewith to the intended Company, or to the London and North-Western Railway Company, the Great Western Railway Company, and the Victoria Station and Pimlico Railway Company, or to any or either of such Companies, at such rent, for such price, or for such other consideration and upon such terms and conditions as may have been or may be agreed upon between the Companies parties to any such lease, or as may be fixed, ascertained, and determined, in and by or under the provisions of the said intended Act, and to enable the said Companies, or any of them, or the intended Company, to accept and take a lease of, or to purchase and take the said canal, or part thereof, branch canals, cuts, railways, tramways, lands, works, and conveniences aforesaid, and to vest in the lessees, during the continuance of such lease, or, as the case may be, absolutely and for ever, all or some of the rights, powers, privileges, authorities, and liabilities, whether with reference to the levying of tolls, rates, and charges, or otherwise, which, at the time of granting such lease or effecting such sale, may be vested in the West London Railway Company; and also such other powers as may be deemed necessary in relation to the use and enjoyment of the premises so demised or sold.

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the West London Railway and the Kensington Canal, or either of them, that is to say (local and personal Act), 5 Geo. IV., cap. 65; 7 Geo. IV., cap. 96; 6 Will. IV. cap. 79; 3 and 4 Vic., cap. 105; 8 and 9 Vic. cap. 156; 9 and 10 Vic., cap. 369; 10 and 11 Vic., cap. 91; and 17 and 18 Vic., cap. 204. And also of the several Acts following, or some of them, relating to the Great Western Railway Company and their undertaking, that is to say (local and personal Acts), 5 and 6 Will. IV., cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., 40, 53, 135, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 74, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; 15 and 16 Vic., caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, and 212; and 17 and 18 Vic., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; and also of the several Acts following, or some of them, relating to the London and North-Western Railway Company and their undertaking, that is to say, an Act passed in the session of Parliament held in the 9th and 10th years of the reign of her present Majesty, "intituled "An Act to Consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's printers' copies of the local and personal Acts as 8 and 9 Vic., caps. 33, 36, 37, 43, 105; 11, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74;

13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., cap. 172; 19 and 20 Vic., cap. 123; 20 and 21 Vic. cap. 108; and 21 and 22 Vic., caps. 130 and 131; and also of the Act relating to the Victoria Station and Pimlico Railway Company, and their undertaking, that is to say (local and personal Acts), 21 and 22 Vic., cap. 118.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1858.

Thomas Kingdon,
21, Great George-street, Westminster,
Solicitor to the Bill.

Llyfni Vale Railway and Harbour.

(For the Construction and Maintenance of a Harbour at Pont Llyfni, in the parish of Clynnog, in the county of Carnarvon, and Railway from the said Harbour to Talysarn Quarries, in the parish of Llandwrog, in the said county.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for incorporating a Company for making and maintaining a port harbour, or asylum harbour, at or near Pont Llyfni, in the parish of Clynnog, in the county of Carnarvon, with proper and convenient breakwaters, piers, jetties, lighthouses, and other works, for the safe and convenient passage of ships and vessels into and out of the said port or harbour, and for the construction and maintenance of walls, docks, slips, locks, reservoirs, quays, wharfs, moorings, staiths, drops, landing places, and other buildings, works, and conveniences connected therewith, which port or harbour will be within the parish of Clynnog, in the said county of Carnarvon, and in the said Act the following powers will be taken:

1. To form a communication by railway from the said port or harbour and works, such communication to commence at or near the aforesaid harbour, in a field belonging to John Rowlands, Esq., now in the occupation of William Jones, and known by the name of Caer'afon, and numbered 178 on the Tithe Commutation Map of the said parish of Clynnog, and thence to pass from, in, through, or along the said parishes of Clynnog, Llandwrog, and Llanllyfni, all in the county of Carnarvon, or some of them, and to terminate at or near to the Talysarn Quarries, in a field belonging to and in the occupation of Thomas Harvey, which field is situate in the parish of Llandwrog, in the said county of Carnarvon, on the north side of the river Llyfni, and is bounded on the south and south-west sides by the said river Llyfni, and on the south-east side by the highway or road leading by and through Talysarn to the village of Llanllyfni, near to and adjoining the spot where the said road crosses by a bridge over the said river, together with all necessary approaches, embankments, stations, and depots connected with the said harbour and railway, or either of them.

2. For the purchase, by compulsion or by agreement, of lands, quarries, mines, houses, rocks, stones, sands, beach or fore-shore, tenements, waters, buildings, and hereditaments, and for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned or referred to, and for altering, stopping up, or diverting, whether temporarily or permanently, all such roads, highways, and streams, as may be necessary