

reference, as relates to each of the before-mentioned parishes, and a copy of this notice, will be deposited with the respective parish clerks of those parishes at their respective places of abode.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 12th day of November, 1860.

Baxter, Rose, and Co.,
6, Victoria Street, Westminster.

In Parliament, Session, 1861.

Wycombe Railway.

(Extensions to Aylesbury and Oxford; Increase of Capital; Powers to Great Western Railway Company; Mixed Gauge; Amendment of Acts.)

THE Wycombe Railway Company who are herein referred to as the Company intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to confer upon them the following, or some of the following among other powers.

To make and maintain the following railways, or one of them, or some part or parts thereof respectively, with all necessary works, stations, approaches, and conveniences connected therewith.

1. A railway to be wholly situate in the county of Bucks, and to commence in the parish of Princes Risborough by a junction or junctions, with the Extension of the Wycombe Railway to Thame (authorised by "The Wycombe Railway Extension Act, 1857, and now in course of construction) in a field numbered 10 on the deposited plans of the said Wycombe Extension Railway referred to in the said Act, to pass through and into the following parishes and places, or some of them; that is to say: Princes Risborough, Speen, Lacy Green, Loosley, Loosley Row, Long Wick, Culverton, Monks Risborough, Meadle, Owlswick, Ascot, White Leaf, White Cliff, Catsdean, Hatchmead, Great Kimble, Marsh, Kimble Wick, Little Kimble, Ellesborough, Stoke Mandeville, Prestwood, Stone, Bishopstone, Stone with Bishopstone, Sedrup otherwise Southwarp, Stone with Sedrup otherwise Southwarp, Hartwell, Hartwell with Sedrup otherwise Southwarp, Aylesbury, Walton, Walcot and Aylesbury with Walton, all in the county of Buckingham; and to terminate in the said parish of Aylesbury, on the south side of Walton Street, near where that street crosses, Bear Brook otherwise Mill Brook, either by a junction with the authorized line of the Aylesbury and Buckingham Railway, or by an independent terminus at that point.

2. A railway to commence by a junction with the said Thame Extension Railway at the authorized termination thereof, in the parish of Thame, near the turnpike road leading from Thame to Stokenchurch; to pass through and into the several parishes and places following, or some of them; that is to say: Thame, New Thame, Thame with New Thame, Old Thame, Priest End, North Weston, Moreton, Thame Park, Kingsey, Tythrop, Kingsey with Tythrop, Albury, Tiddington, Tiddington cum Albury, Rycote, Ickford, Draycott, Ickford with Draycot, Great Hazeley, Rycote, Waterstock, Waterperry, Great Milton, Chilworth, Wheatley, Denton, Chippinghurst, Littleworth, Cuddesden, Holton, Littleworth, Forest Hill, Littleworth, Horsepath, Shotover, Shotover Hill, Garsington, Ledwell, March Baldon, Toot Baldon, Baldon on the Row, Chiselhampton, Brookhampton, Newington, Stadhampton otherwise Stodham, Little Milton, Ascot, Ascot with Little Milton,

Little Hazeley, Latchford, Lobb, Sydenham, Chalford, Sydenham Leys, Tetsworth, Headington, Cowley, Temple Cowley, Saint Clement Cowley, Cowley Marsh, Cowley Church, Littlemoor, Cowley with Littlemoor otherwise Littlemore, Hockmoor, Hockmoor Street, Cowley Field, Middle Cowley, Bullington otherwise Bullingdon, Rose Hill, Saint Mary the Virgin, Saint Mary the Virgin Oxford, Saint Mary the Virgin with Littlemoor otherwise Littlemore, Ifley otherwise Ifley otherwise Yeffley otherwise Ifley with Littlemore otherwise Littlemoor, Sandford, otherwise Wet Sandford, Saint Michael's, Saint Michael's Oxford, Rose Isle, Saint Michael's Isle, The Island, George's Island, Saint Clements otherwise Bridgeset, Saint Bartholomew, the city and liberty of the city of Oxford, and Saint Aldate otherwise Saint Olave, Wooton, Berrymeads, in the county of Oxford, Saint Aldate otherwise Saint Olave, Grandpont otherwise Grandpound, the city and liberty of the city of Oxford, North Hinksey otherwise Ferry Hinksey, Cunnor, South Hinksey, Radley, Kennington, Radley with Kennington, Sunningwell, Sunningwell with Kennington, Little London, Rose Isle, Saint Michael's Isle, the Island, George's Island, Saint Clement otherwise Saint Clement's otherwise Bridgeset, Cowley, Ifley otherwise Yeffley otherwise Ifley, and Sandford otherwise Wet Sandford, Ledwell, Wooton, Berrymeads, Saint Mary the Virgin, in the county of Berks, and to terminate by a Junction with the Oxford Line of the Great Western Railway at or near the post thereon denoting sixty-one miles from London.

To purchase by compulsion lands, houses, and other property for the purposes of the said intended railways and works; and to vary and extinguish all existing rights and privileges connected with the said lands, houses, and other property, and all such other rights and privileges as may be necessary in carrying into execution any of the purposes of the said Bill.

To levy tolls, rates, and charges for, and in respect of the use of the said intended Railways and Works, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

To apply their existing funds to the purposes of the Bill, and to raise further capital for that purpose, and for the general purposes of the Company by shares and by borrowing; and to attach to the shares of such existing capital to be so applied, or of such new capital such preferential dividend or other advantages as the Bill may define.

It is intended also by the Bill to confirm the agreement which has been entered into with the Great Western Railway Company with respect to the said Extension to Thame, subject to such alterations (if any) as may be mutually agreed upon; also to alter, regulate, and define the capital and borrowing powers of the Company, and to make provision with respect to the existing debts and liabilities of the Company, and to enable the shareholders under the Company's Acts of 1846 and 1852; and the holders of shares created for the purposes of the said Act of 1857, or to be created under the powers of the Bill, to agree between themselves as to the division and application of the income or revenue of the Company; and the Bill will, or may enable the Company, and the Great Western Railway Company, or one of them, to lay down rails on the mixed gauge on the existing and authorised undertakings of the Company, as well as on the lines to be applied for under the powers of the said Bill.

It is further intended by the said Bill to empower the Great Western Railway Company to subscribe further sums of money to the existing undertaking of the Company, and to the purposes