

or dividend upon the said capital or any part thereof.

To enable the Company on the one hand, and the Great Western, the West Midland, and the Nantwich and Market Drayton Railway Companies, or any one or more of them, on the other hand, to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railways, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm and agreement already made, or which prior to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845;" and it will amend and enlarge the powers and provisions of the several Acts following, namely, the 17 & 18 Victoria, cap. 222, and any other Acts relating to the Great Western Railway Company, "The Oxford Worcester and Wolverhampton Railway Act, 1845," "The Newport Abergavenny and Hereford Railway Act, 1846," "The Worcester and Hereford Railway Act, 1853," "The West Midland Railway Act, 1860," and the other Acts relating to the West Midland Railway Company; the 9 and 10 Victoria; cap. 322; the 10 and 11 Victoria, cap. 121, and the other Acts relating to the Shropshire Union Railways and Canal Company; the 9 and 10 Victoria, cap. 204, and the other Acts relating to the London and North Western Railway Company; "The West Cheshire Railways Act, 1861," and "The Nantwich and Market Drayton Railway Act, 1861," and "The Cheshire Midland Railway Acts, 1860 and 1861."

Duplicate plans and sections describing the lines, situations and levels of the proposed new lines of railway, and the lands, houses and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, also a published 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 Shropshire, at his office at Shrewsbury, and with the Clerk of the Peace for Cheshire, at his office in the city of Chester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways will be made, 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 any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1861.

Baxter, Rose, and Co., 6, Victoria-street,
Westminster.

George Gordon Warren, Market Drayton.

In Parliament.—Session 1862.

Barnsley Coal Railway.

(Extension to Wakefield; Curve at Barnsley; Powers over Bradford, Wakefield and Leeds, and Leeds, Bradford and Halifax Railways, to use Leeds Central Station, and powers to South Yorkshire and Manchester, Sheffield and Lincolnshire Railway Companies, to purchase Lease, or contribute, or otherwise.)

It is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to enable the Barnsley Coal Railway Company (who are herein referred to as the Company) to extend their railway from the authorized termination thereof at Applehaigh-lane, in the township of Notton, in the parish of Royston, to join the Bradford, Wakefield and Leeds Railway, near to and south of the Westgate station of the said last-named railway, in the parish of Wakefield, and to construct all necessary works, stations, approaches and conveniences, in connection with the said extension.

The said extension will be wholly situate in the West Riding of Yorkshire, and will pass through or into the following parishes and places or some of them (that is to say): Notton, Royston, Darton, Woolley, Chapelthorpe, Chevet, Crigglestone, Crofton, Sandal Magna, Dircar, Horbury, Thornes, and Wakefield.

Also to make and maintain a branch from the said authorized railway, commencing at or near the field numbered 48 on the plans of the said railway, deposited with the Clerk of the Peace of the said West Riding, in the township of Monk Bretton, and parish of Royston, and terminating by a junction with the South Yorkshire Railway, at or near the south end of the Barnsley station, in the township of Barnsley, and parish of Silkstone, and passing in, through or into the parishes or places of Royston, Monk Bretton, Barnsley and Silkstone, all in the said West Riding.

And for the purposes of the said intended railways and the works connected therewith, it is intended by the Bill to apply for the following or some of the following, among other powers:

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams and watercourses.

To purchase, lands, houses and other property compulsorily, and to levy tolls, rates and charges, and to alter existing tolls, rates and charges.

To enable the Company to apply to the purposes of the said railways and works, their existing funds and any moneys which they have still power to raise, and to raise for the same purposes additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages 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 settled by