

of whatever description, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

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 Companies' Clauses Act, 1863;" "The Lands' Clauses Consolidation Act, 1845;" "The Lands' Clauses Consolidation Acts Amendment Act, 1860;" "The Railways' Clauses Consolidation Act, 1845;" and "The Railways' Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following Acts, namely, the 7 and 8 Victoria, cap. 18, and of any other Acts relating to the Midland Railway Company, the 10 and 11 Victoria, cap. 291; and the other Acts relating to the South Yorkshire Railway and River Dun Company, the 9 and 10 Victoria, cap. 204; and the other Acts relating to the London and North-Western Railway Company, the 1st and 2nd Wm. 4, cap. 60, and the other Acts relating to the Lancashire and Yorkshire Railway Company; and the 9 and 10 Victoria, cap. 71, and the other Acts relating to the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Act, 1849; and the other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, 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 railways delineated thereon, so as to shew 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 West Riding of the county of York, at his office, 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 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 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 10th day of November, 1863.

Wavell, Philbrick, and Foster, Halifax;

Brook, Freeman, and Batley, Huddersfield;

Baxter, Rose, Norton, and Co., No. 6, Victoria-street, Westminster;
Solicitors for the Bill.

In Parliament—Session 1864.

South Yorkshire Railway.

(Branch to, and Running Powers over, Midland Railway).

NOTICE is hereby given that the South Yorkshire Railway and River Dun 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 enable them to make and maintain in the West Riding of Yorkshire a railway with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the South Yorkshire Railway Barnsley coal line, at or near the end of twenty-five chains to the west or north-west of the Ardsley Station, in the township of Monk Bretton, and parish of Royston, to pass thence through the following parishes and places, or some of them (that is to say), Silkston, Monk Bretton or Barton, Royston, Ardsley, Darfield, and Barnsley, and to terminate near a place called the Newbridge Bleachworks, in the township of Monk Bretton, and parish of Royston, by a junction with the railway (herein called the Midland Branch) which the Midland Railway Company are by an Act passed in the last session of Parliament authorized to construct from their railway, in the township of Carlton, to the Manchester, Sheffield, and Lincolnshire Railway, in the township of Barnsley.

The Bill will enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing and maintaining the said intended railway and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges; and the Bill will authorize the Company to apply their existing funds and any money which they have still power to raise to the purposes of the said railway and works, and for the same purposes, and for the general purposes of their undertaking, to raise 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.

The Bill will also 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, and upon such terms and conditions, and upon payment of such tolls, rates, and charges, as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways herein-after mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say), the Midland Branch, and so much of the Midland Railway as will lie between the junction of the said railway with the same Midland Branch and the West Riding and Grimsby Railway, at Oakenshaw.

And the Bill will require the Midland Railway Company to receive, book through, forward, accommodate, and deliver, on and from their railways, 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 failing such agreement as shall be settled by arbitration, or as may be