

alter, divert, and stop up the highways, turnpike and other roads, footpaths, tramways, aqueducts, bridges, canals, mill-dams, streams, rivers, sewers, drains, and other works with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railway and works.

To levy tolls, rates, and charges for or in respect of the said intended railway and works for the conveyance of traffic of all kinds thereon.

To create a joint stock or capital, and to raise money by borrowing on debenture or mortgage of the said railway, works and undertaking.

To enable the Company and the North-Eastern Railway Company to enter into, make and carry into effect such agreements and upon such terms and conditions as they may think fit with respect to the maintenance, management, working, and user by the North-Eastern Railway Company of the said intended railway and works, the conveyance of the traffic thereon, and the providing of rolling stock for the same or any part thereof, and the payment and also the fixing, division, and apportionment between the Company and the North-Eastern Railway Company of the costs, charges, and expenses of such maintenance and management, use, and working, and of the tolls, rates, and charges to be received in respect of such traffic.

To enable the Company and the North-Eastern Railway Company to enter into agreements and make arrangements with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works connected therewith at or near the junction of the said intended railway with the said Richmond Branch of the North-Eastern Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively.

To empower the Company to run over, work, and use with their engines, carriages, trucks, and waggons, and for all purposes, the railway offices, junctions, sidings, watering-places, machinery, and works of the North-Eastern Railway Company, or some portions thereof, at the intended junction at the Richmond Station.

To incorporate with the said Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railways Construction Facilities Act, 1864;" "The Railway Companies Powers Act, 1864;" "The Railway Companies Arbitration Act, 1859;" "The Improvement of Land Act, 1864;" "The Railway Companies Securities Act, 1866;" "The Regulation of Railways Act, 1868;" and all other statutes, powers, and provisions necessary for the purposes intended to be authorised by the said intended Act, with such modifications and alterations as may be deemed fit.

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal, all or some of the powers and provisions of the several local and personal Acts following, that is to say:—17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; 28 and 29 Vic., caps. 251, 267, 363, and 368; 29 Vic., caps.

10 and 11; and 29 and 30 Vic., caps. 187, 251, and 295; and all other Acts relating to the said North-Eastern Railway Company, and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament, the provisions of which will be interfered with by the said Act.

And notice is hereby given, that duplicate plans and sections, describing the line, situation, and levels of the said intended railway and works, and the lands, houses, and other property in and through which the same are intended to be made, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a published map, whereon will be defined the general course or direction of such railway, together with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1868, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the said Riding; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as may relate to each parish, township, and extra-parochial or other place in or through which the said railway and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will, on or before the 23rd day of December, 1868, be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1868.

James R. Tomlin, Richmond, Yorkshire,
Solicitor to the Bill.

J. L. Tomlin, 9, Old Burlington-street,
London, W., Parliamentary Agent.

In Parliament.—Session 1869.

Manchester, Sheffield, and Lincolnshire Railway,
and Midland Railway Companies.

(Joint Lines.)

(Transfer of the Powers of the Manchester and Stockport Railway Company to the above Companies, and dissolution of Company; Release of Deposit in Court of Chancery under the Manchester and Stockport Railway Act 1866; Extension of Time for purchasing lands for and making the Manchester and Stockport Railway; Power for Midland Railway Company to become joint owners of the Marple New Mills and Hayfield and Newton and Compstall Branches of the Manchester, Sheffield, and Lincolnshire Railway, and to run over and use a portion of the Manchester, Sheffield, and Lincolnshire Railway and London Road (Manchester) Passenger Station; Construction of short Branch Railway; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and to pass an Act for all or some of the following, among other purposes, viz:—

To transfer to the Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company (hereinafter called the two Companies) all the powers, rights and privileges now vested in the Manchester and Stockport Rail-