

Vestry Hall, Walworth-road; as regards the parish of St. George-the-Martyr Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall in the Borough-road; and as regards the parish of St. Saviour Southwark, with the clerk of the St. Saviour's District Board of Works, at his office in Emerson-street, Bankside.

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

Dated this 16th day of November, 1868.

Burchells,

5, Broad Sanctuary, Westminster.

In Parliament—Session 1869.

Hounslow and Metropolitan Railway.

(Extension of time for compulsory purchase of Lands and construction of Works; Repeal or amendment of Act.)

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 to extend and enlarge the time limited by "The Hounslow and Metropolitan Railway Act, 1866," for the compulsory purchase of lands and completion of the works by that Act authorized; and, so far as may be necessary, to repeal, alter, or amend the said Act.

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

Dated this 13th day of November, 1868.

R. H. Wyatt, 28, Parliament-street, Westminster, Parliamentary Agent.

Midland and London and North Western Railway Companies. (Lancaster and Carlisle and Settle and Carlisle Railways, &c.)

(Power to Midland and London and North Western Railway Companies to make agreements with respect to the Lancaster and Carlisle Railway and Traffic thereon, and other Traffic; Abandonment of Settle and Carlisle Railway; Provisions as to Capital of Midland Company; Repeal or Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for all or some of the following purposes (that is to say):

To enable the Midland Railway Company (hereinafter called "the Midland Company") and the London and North Western Railway Company (hereinafter called "the North Western Company,") to enter into and carry into effect agreements with respect to the following matters, or any of them, viz.:

The division and apportionment between the two Companies of the receipts arising from traffic passing over the Lancaster and Carlisle Railway, or any part thereof, and also passing over the railways of either of the two Companies, or any part thereof (including traffic known as English and Scotch traffic);

The rates, tolls, and charges to be levied and recovered for or in respect of such traffic;

The use by the Midland Company for the purposes of their traffic of every description with and by their own engines and carriages, officers, and servants of the undertaking of the Lancaster and Carlisle Railway Company (including the Lancaster and Preston Junction Railway and the Kendal and Windermere Railway), for any part thereof, and all

the stations, sidings, booking-offices, waiting-rooms, watering-places, water, warehouses, wharfs, telegraphs, signals, signal-posts, and other works and conveniences thereon or connected therewith;

The appropriation to the exclusive use of each or either of the two Companies of any part of the Lancaster and Carlisle Railway, and the stations, sidings, works, and conveniences connected therewith;

The conduct, working, management, and control of the Lancaster and Carlisle Railway, or any part thereof, and the traffic thereon;

The appointment of a joint committee, and the vesting in and conferring upon that committee of all or any of the powers of the two Companies, or either of them, upon or in respect of the Lancaster and Carlisle Railway, or any part thereof;

The appointment of a standing arbitrator for the purposes of such joint committee;

The revision and readjustment, in conjunction with the several parties to a certain agreement known as the English and Scotch Traffic Octuple Agreement, of the division and apportionment of the receipts arising from the traffic which forms the subject of that agreement;

And such other provisions or conditions as may be deemed expedient with reference to or connected with the matters aforesaid, or any of them:

To confirm and give effect to any agreement between the two Companies with respect to all or any of the matters aforesaid:

To provide for the abandonment and relinquishment of the several railways described in and authorised by "The Midland Railway (Settle to Carlisle) Act, 1866."

To reserve to the Midland Company, notwithstanding such abandonment, the use of the Citadel Station at Carlisle and the lines of railway, approaches, works, and conveniences therein or connected therewith, and other powers conferred on them by "The Midland Railway (Settle to Carlisle) Act, 1866."

To provide for the application to the general purposes of the Midland Company of such sums of money as they may have raised, or as may arise from shares created and issued under "The Midland Railway (Settle to Carlisle) Act, 1866," and to make such reduction in the amount of the capital which the Midland Company are authorised to raise for general purposes as may be deemed expedient by reason of the abandonment of the railways authorised by that Act:

To alter and amend and, if thought fit, to repeal all or some of the provisions of "The Midland Railway (Settle to Carlisle) Act, 1866," and, if need be, to alter, amend, and extend, or to repeal some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say): Acts relating to the Midland Company, 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 Vict. cap. 90; 29 and 30