

terminating in the parishes of Rudry and Bedwas, or one of them, by a junction with Railway No. 1. described in the Rhymney Railway (Cardiff and Caerphilly) Act, 1864.

To repeal so much of the warrant, dated the 16th day of November, 1870, of the Board of Trade, granted and issued pursuant to and in exercise of the power and discretion in them vested, by "The Abandonment of the Railways Act, 1850," and "The Railway Companies Act, 1867," as prohibits the borrowing on mortgage by the Company of the sum of £15,000 by "The Rhymney Railway (Northern Lines) Act, 1864," authorised to be borrowed, and to empower the Company to exercise the whole or any part of the borrowing powers created by the 17th section of the last-mentioned Act.

To enable the Company to raise additional capital by the creation and issue of new shares or stock in their undertaking, either with or without any preference or priority in the payment of dividends or interest, and with other privileges, restrictions, and qualifications, and by borrowing on mortgage or bond, or by any of those means, and generally to make such provisions with respect to the capital of the Company as they may deem expedient.

To alter, amend, extend, enlarge, and repeal, so far as may be necessary or convenient, all or some of the powers and provisions of the following Acts relating to the Company, viz., 17 and 18 Vic., cap. 193, 18 and 19 Vic., cap. 110, 20 and 21 Vic., cap. 140, 24 and 25 Vic., cap. 144, 27 and 28 Vic., caps. 264 and 275, 29 and 30 Vic., cap. 259, and 30 and 31 Vic., cap. 171, and any other Act or Acts directly or indirectly relating to the Company.

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill.

And notice is hereby given, that printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1872.

Bischoff, Bompas, and Bischoff, 4, Great Winchester-street - buildings, Solicitors for the Bill.

Wyatt, Hoshins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

(The Railways Construction Facilities Act, 1864 and the Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870; the Widnes Railways; Application to Board of Trade; Incorporation of Company; Construction of Railways at or near Widnes; Capital and Loan; Arrangements with and Subscriptions by the Cheshire Lines Committee and other Companies; Tolls; other Powers; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made by Sir Edward William Watkin, of Northenden, in the county of Chester, Knight, and William Fenton, of Rochdale, in the county of Lancaster, Esquire, on behalf of themselves and others, and hereinafter called "the Promoters," to the Board of Trade, to grant their certificate under the provisions of "The Railways Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870," incorporating a Company to construct and maintain the following railways with all proper and necessary stations, approaches, junctions, sidings, bridges, conveniences, embankments and works connected there-

with, or incident or appurtenant thereto, that is to say:—

No. 1. A railway one mile three furlongs in length, situate wholly in the township of Cuedley, in the parish of Prescott, in the county of Lancaster, commencing by a junction with the Liverpool Extension Railway (now in course of construction) of the Cheshire Lines Committee, at a point there two and a-half chains or thereabouts eastward from the centre of the bridge carrying the public road called Barrows Green-lane over such railway, and terminating in a field belonging to Sir Richard Brooke, Baronet, in the occupation of John Johnston, in the said township of Cuedley, at a point eleven chains north of the London and North Western Railway, and seven chains west of the private road leading to Johnson's Bridge.

No. 2. A railway one mile one furlong and five chains in length, commencing by a junction with the proposed Railway No. 1, on the south side of the private road leading to Johnson's Bridge, in the township of Cuedley aforesaid, and terminating in a field belonging to John Bibby, Esquire, in the occupation of Elizabeth Hulme, in the township of Widnes, in the parish of Prescott aforesaid, at a point one chain or thereabouts eastward of the brook or watercourse running at the west side of such field, which said intended railway will be situate partly in the township of Cuedley and partly in the township of Widnes aforesaid.

No. 3. A railway three furlongs and three chains in length, situate wholly in the said township of Widnes, commencing by a junction with the proposed Railway No. 2, at a point thirty chains or thereabouts eastward of the termination of such railway, and terminating in a field belonging to and in the occupation of the said John Bibby, in the said township of Widnes, at a point on the south side of the public road numbered 26 on the deposited plans, which said intended railways will pass from, in, or into the several parishes, townships, extra-parochial, or other places of Prescott, Cuedley, and Widnes, all in the county of Lancaster.

It is also proposed by the certificate to make provisions for the purposes following or some of them (that is to say):—

To authorize and regulate the proposed junction or junctions with the existing or authorized Liverpool Extension Railway of the Cheshire Lines Committee, and with and between the several railways proposed to be authorized.

To authorize the promoters or the said intended Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof deposited as hereinafter mentioned.

To authorize and empower the promoters or the said intended Company to purchase or acquire by agreement lands and houses and other property, and rights, liberties, and easements in and over the same or other properties for the purpose of the said intended railways and works, or some or any or either of them, and also additional lands for the extraordinary purposes specified in the Railway Clauses Consolidation Act, 1845, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, properties, rights, and privileges proposed to be purchased, acquired, taken, or used, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or