

or extinguish for the purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, vary, or repeal some or any of the provisions of the Wrexham Waterworks Act, 1864, the Cefn Acrefair and Rhosymedre Water Act, 1866, and the Cefn Acrefair and Rhosymedre Water Amendment Act, 1871.

And notice is hereby also given, that on or before the 30th day of November, 1872, plans and sections of the proposed aqueduct, conduit, or line of pipe, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace of the county of Denbigh, at his office in Ruthin; and that 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 works are intended to be made, will, together with a copy of this notice, be deposited with the parish clerk of each such parish, at his residence; and that on or before the 21st day of December, 1872, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1872.

*J. Lewis*, Wrexham, Solicitor for the Bill.  
*Sherwood, Grubbe, Pritt, and Cameron*,  
7, Great George-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1873.

Leeds, Castleford, and Pontefract Junction  
Railway.

(Incorporation of Company for the Construction of Railways between Garforth on the Leeds and Selby Line of the North-Eastern Railway, and Castleford on the York and North Midland Line of the same Railway, and the Pontefract and Methley Branch of the Lancashire and Yorkshire Railway at Houghton, with Junctions to and power to use the North-Eastern Railway Company's Railway and Stations at Garforth and Castleford, and a Branch to the navigable River Aire, in the parish of Ledsham—Working Arrangements with the North-Eastern, Lancashire and Yorkshire, and Great Northern Railway Companies. Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for the following purposes, or some of them (that is to say):—To incorporate a company (hereinafter referred to as "the Company"), and to empower the Company to make and maintain the railways hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1) commencing in the township and parish of Garforth at or near and on the south-west side of the New Station at Garforth, now being constructed by the North-Eastern Railway Company, and at a point 100 yards or thereabouts south-eastward of the bridge carrying the Wakefield and Aberford turnpike road over the Leeds and Selby Line of the North-Eastern Railway, and terminating in the township and parish of Castleford, at or near and on the south side of the new passenger station of the North-Eastern Railway Company at Castleford, and at the east side of Beacroft-lane, otherwise Welbeck-street, near the level crossing of that lane by the North-Eastern Railway.
2. A Railway (No. 2) wholly situate in the township and parish of Garforth, commencing by a

junction with Railway No. 1 at the west side of the road called Dogcroft-road leading by Church Garforth into the said Wakefield and Aberford turnpike road, at a point 20 yards or thereabouts south-west of the bridge carrying that road over the said Leeds and Selby line of the North-Eastern Railway, and terminating by a junction with the said Leeds and Selby Line at a point thereon 180 yards or thereabouts north-west of the last-mentioned bridge.

3. A Railway (No. 3) wholly situate in the township and parish of Castleford, commencing by a junction with Railway No. 1 at a point 100 yards or thereabouts west of the junction of the roads called Pontefract-lane (leading from Castleford to Houghton) and Redhill-road, a little to the southward of the old passenger station of the North-Eastern Railway Company at Castleford, and terminating by a junction with the York and North Midland line of the North-Eastern Railway, at a point 200 yards or thereabouts east of the before-mentioned level crossing of Beacroft-lane.
4. A Railway (No. 4) wholly situate in the parish of Castleford, commencing at the termination of Railway No. 1 as hereinbefore described, and terminating in the township of Houghton by a junction with the Methley and Pontefract Branch of the Lancashire and Yorkshire Railway at or near and on the west side of the level crossing of that branch at Cutsyke-gates.
5. A Railway (No. 5) wholly situate in a parish of Ledsham, commencing in the township of Ledstone by a junction with Railway No. 1, in a field on the east side of and adjoining the southern part of Ings-lane, belonging to the Reverend Charles Wheler, and in the occupation of William Clegg, at a point therein 100 yards or thereabouts east of the southern end of the said lane, and terminating in a field called Low Ing and Wharton Ing in Newton, on the north side of and adjoining the River Aire, belonging to Thos. Davison Bland, Esquire, and in the occupation of Edmund Parker, at a point 10 yards beyond the western boundary of such field, and 80 yards or thereabouts north of the said river.

Which said intended railways will pass from, in, through, or into, or be situate within the several townships, parishes, and places following, namely, Garforth, Kippax, Swillington, Great and Little Preston, Allerton-Bywater, Ledstone, Newton, Ledsham, Ferry Fryston, Fryston or Water Fryston, Castleford and Houghton, all in the West Riding of the county of York.

To empower the Company to purchase and take by compulsion and agreement, and to hold lands, houses, and property in the townships, parishes, and places aforesaid, for the purposes of the intended railways and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and property so to be purchased and taken, which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to cross, divert, alter, and stop up, whether temporarily or permanently, all streets, roads, highways, footways, railways, tramways, watercourses, drains, sewers, pipes, and telegraphs which it may be necessary so to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to demand, take,