

parts thereof respectively, and either wholly or partially, a separate undertaking or separate undertakings distinct from the rest of the undertaking of the Company, and to authorize the Company to apply any funds which they have raised or have power to raise for the purposes of the Bill, and also for those purposes to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest, or dividend, or other rights and privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred or deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of their general share and loan capital or wholly or partially as separate share and loan capitals, charged primarily or exclusively on the intended railways and works, or any part thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways, with such other regulations and limitations as may be prescribed by the Bill:

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges:

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following, or some of them (that is to say): the Much Wenlock and Severn Junction Railway Act, 1859; the Wenlock Railway Act, 1861; the Much Wenlock and Severn Junction Railway Act, 1862; the Wenlock Railway Companies' Act, 1864, relating to or affecting the Company; the Shrewsbury and Birmingham Railway (Amendment and Branches) Act, 1847; the Great Western, Birmingham, and Chester Railways Act, 1854; the Wellington and Severn Junction Railway Act, 1853; the Great Western Railway (Lightmoor to Coalbrookdale, &c.) Act, 1861; the Great Western Railway (West Midland Amalgamation) Act, 1863; the Great Western Railway (Various Powers) Act, 1867; the Great Western Railway Act, 1869, and the several other Acts relating to or affecting the Great Western Railway Company; the London and North-Western Railway Act, 1857, and the several other Acts relating to or affecting the London and North-Western Railway Company:

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the intended railways and works, together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Salop at his office at Shrewsbury, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, or as to any extra-parochial place with the clerk of some

parish immediately adjoining thereto at his residence:

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

Dated this 11th day of November, 1872.

*R. C. Blakeway*, Much Wenlock; *C. J. Cooper*, Bridgnorth, Solicitors.

*J. Brend Batten*, 32, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

London and North Western Railway (New Lines, &c).

(New Railways in the counties of Middlesex, Northampton, Rutland, Huntingdon, Stafford, Chester, York, Monmouth, Carmarthen, Glamorgan, and Carnarvon; Widening, &c., of Railways in the counties of Stafford and Lancaster; Enlargement of Lime-street Station, Liverpool, and Opening of Portions of Tunnel; Running Powers over portion of Railway leading to the Cwm-Nant-Ddu Collieries, in Monmouthshire; Agreements with Monmouthshire Railway and Canal Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

A railway (to be called the "New Railway at Primrose Hill") commencing in the parish of Saint John, Hampstead, in the county of Middlesex, by a junction with the Company's main line of railway at a point thereon, three hundred and forty-five yards or thereabouts, west of the western entrance of the Company's Primrose Hill Tunnel, and terminating in the parish of Saint Pancras, in the same county, by a junction with the same line of railway, at a point thereon, forty yards or thereabouts, west of the bridge (known as the Chalk Farm Bridge), carrying the Regent's Park-road over the same line of railway, which said intended railway will be wholly situate within the above-mentioned parishes.

A railway (to be called the "New Railway at Kelmarsh") commencing in the parish of Kelmarsh, in the county of Northampton, by a junction with the Northampton and Market Harborough Line of the Company's Railway at a point thereon six hundred and sixty yards, or thereabouts, south-east of the southern entrance of the Kelmarsh Tunnel on that line, and terminating in the parish of Arthingworth, in the same county, by a junction with the same line at a point thereon, seven hundred yards, or thereabouts, north-west of the north-west entrance of the same tunnel; which said intended railway will be wholly situate within the above-mentioned parishes.

A railway (to be called the "New Railway at Oxendon") to be situate wholly in the parish of Great Oxendon, in the county of Northampton, commencing by a junction with the Northampton and Market Harborough Line of the Company's Railway, at a point thereon three hundred and fifty yards, or thereabouts,