

stack of Messrs. Rose Brothers and Company's Works, and terminating by a junction with the Company's Railway No. 1 authorised by the Halesowen and Bromsgrove Branch Railways Act, 1866 (hereinafter referred to as "the Act of 1866"), at a point marked two furlongs from the commencement of that railway on the plans deposited with the said Clerk of the Peace for the county of Worcester in respect of the application to Parliament for that Act.

2. To relinquish so much of Railway No. 1, authorised by the Act of 1865, as lies between the points hereinbefore respectively described as the commencement and termination of deviation Railway (a): and so much of Railway No. 1, authorised by the Act of 1866, as lies between the commencement thereof and the point hereinbefore described as the termination of deviation Railway (b.)

3. To empower the Company to levy tolls, rates, or charges for or in respect of the intended deviated railways, and to grant exemptions from the payment of such tolls, rates, and charges.

4. To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid.

5. To vary and extinguish all existing rights and privileges connected with the lauds and houses proposed to be purchased or taken under the powers of the intended Act or any of them, and to confer other rights and privileges.

6. To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

7. To authorise the Company to cross on the level a certain turnpike road, numbered 28 in the parish of King's Norton, upon the plans of the said Railway No. 1, authorised by the Act of 1865, deposited with the said Clerk of the Peace for the county of Worcester, in respect of the application to Parliament for that Act.

8. To define, alter, and regulate the capital of the Company, and its distribution into shares, and its appropriation amongst the shareholders, and to enable the Company to divide its existing capital or shares into preferred and deferred capital, or into preferred and deferred half shares, and to make further and other arrangements with reference to the existing capital and the augmentation of the share and loan capital of the Company.

9. To extend the time limited by the Halesowen and Bromsgrove Branch Railways Act, 1870 (hereinafter referred to as "the Act of 1870"), for the completion of the several railways therein mentioned, and which railways were authorised by the Act of 1865 and the Act of 1866, or one of them.

10. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend, enlarge, or repeal the powers and provisions of the Acts of 1865, 1866, and 1870.

And notice is also hereby given, that on or

before the 30th day of November instant, duplicate plans and sections describing the line, situation, and levels of the proposed deviation railways and works, and the lands, houses, and property which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction; 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 Worcester, at his office, situate at Worcester, in the said county, 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 or extra-parochial place in or through which the said railways and works will be made, or in which any lands or other property to be taken are situate; and a copy of this notice will be deposited, in the case of each such parish with the parish clerk of such parish, at his residence; and as regards each such extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 9th day of November, 1872.

Wilkins, Blyth, and Marsland, 10,
Swithin's-lane, London, E.C;
Scott and Horton, Bromsgrove;
Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1873.

Dudley and Oldbury Junction Railway.

(Incorporation of Company; Construction of Railways; Compulsory purchase of Lands; Compulsory facilities and working; and other arrangements with, and other provisions affecting, the London and North Western Railway Company; Running powers over the South Staffordshire and Stour Valley Railways; Amendments of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (in this notice called "the Company"), with the following, or some of the following, among other powers (that is to say):—

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

Railway No. 1. A railway wholly in the township of Oldbury and parish of Halesowen, in the county of Worcester, commencing at a point in Trinity-street, in the town of Oldbury, opposite to the entrance of Messrs. Albright and Wilson's chemical works, and terminating by a junction with the London and North Western Railway (Stour Valley Branch) at a point 14 chains or thereabouts, westward of the bridge over the Birmingham Canal, at, or near, the Spon-lane Basin, of, or belonging to, the London and North Western Railway Company.

Railway No. 2. A railway commencing by a junction with the London and North Western Railway (South Staffordshire Branch), in the parish of Dudley, in the county of Worcester, at a point 14 chains or thereabouts north eastward