

To vest in the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the Sheffield Company) as part of their Undertaking, the Undertaking of the South Yorkshire Railway and River Dun Company (hereinafter called the South Yorkshire Company), and all the rights, powers, and privileges of that Company of what nature or kind soever, and whether with reference to their own Undertaking or the Undertaking of any other Company, upon the terms and conditions to be defined in the said Bill.

To provide for the exercise and fulfilment by the Sheffield Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the South Yorkshire Company, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, the appointment of joint committees, the granting or issuing of mortgages or bonds, or otherwise, and for the conversion into shares or stock of the Sheffield Company of the shares or stock in the capital of the South Yorkshire Company, with such privileges and liabilities as to security, preference, dividend, or otherwise as may be defined in the said Bill.

To empower the Sheffield Company to grant and issue in their name and under their seal, mortgages, bonds, or debenture stock in renewal of or substitution for mortgages, bonds, or debenture stock of the South Yorkshire Company.

To empower the Sheffield Company, if they shall think fit to redeem the ordinary shares or stock of the South Yorkshire Company at such price, at such times, and upon such terms and conditions as may be agreed upon or defined by the said Bill.

To enable the Company to apply for the purposes of the intended Act any capital or funds now belonging to them or which may hereafter belong to them, or which may be or come under their control, or the control of their directors; and to raise other moneys by mortgage of all, or any part of their undertaking and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends or by such other ways and means and upon such terms and conditions as may be prescribed in the Bill.

To provide for the dissolution (if necessary), of the South Yorkshire Company.

To enable the Sheffield Company to sell or let on building and other leases, or on chief rents or otherwise, any lands vested in the South Yorkshire Company and not required for the purposes of the undertaking, and so far as may be necessary in that respect, to amend or alter "The Lands Clauses Consolidation Act, 1845."

And power will be taken by the Bill to vary or extinguish all rights and privileges inconsistent or which might in any way interfere with its objects, and to confer other rights and privileges:

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the South Yorkshire Railway and River Dun Company's Transfer Act, 1864, and all other Acts therein referred to, and any other Act relating to the South Yorkshire Company, 12 and 13 Vic., cap. 81, 29 and 30 Vic., cap. 194, 34 and 35 Vic., cap. 39; 36 and 37 Vic., cap. 77; and all other Acts relating to the Sheffield Company.

And notice is hereby further given that printed copies of the proposed Bill will, on or before the

20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1873.

Baxters and Co., 6, Victoria Street,
Westminster.

J. R. and R. Lingard, 4, Westminster Chambers, Westminster, and Manchester.

Solicitors for the Bill.

In Parliament—Session 1874.

Longton, Adderley Green and Bucknall Railway (Cheadle Extension).

(Extension to Cheadle; Separate undertaking and separate capital for same; Compulsory purchase of Lands; Tolls; Arrangements with North Staffordshire Railway Company; Abandonment of Railway No. 2, authorized by the Longton, Adderley Green, and Bucknall Railway Act, 1866; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof by the Longton, Adderley Green, and Bucknall Railway Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—To enable the Company to make and maintain a railway commencing in the parish of Stoke-upon-Trent, in the county of Stafford, by a junction with the authorised line of the Company now in course of construction at a point in a field belonging to Messrs. Godwin and Harrison, leased to the Chatterley Iron Company Limited, and occupied by John James, five chains or thereabouts to the westward of the Ubbertley New Pits, thence passing through or into the several parishes, townships, and places following, or some of them, nameley, Stoke-upon-Trent, Bagnall-cum-Bucknall, Eaves, Ubbertley, Caverswall, Hulme, Weston Coyney, Dilhorne township and parish, Forsbrook, Cheadle, Cheadle Town Quarter, Huntley Quarter, and Above Park Quarter, all in the county of Stafford, and terminating in the said parish of Cheadle, in or near a Pasture Field, numbered 2,378 on the tithe commutation map of Cheadle parish (Town Quarter), belonging to and in the occupation of Mr. Thomas Webb, and adjoining the turnpike road leading from Cheadle to Uttoxeter.

To empower the Company to cross, divert, alter, or stop up, either temporarily or permanently, roads, streets, highways, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and water-courses, gas, water, and other pipes, telegraphs, and telegraph apparatus, so far as may be necessary in constructing or maintaining the intended railway and works.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railway and works, and of the Bill, and to exercise other rights and privileges.

To empower the Company to take, levy, and receive tolls, rates, and charges, in respect of the use of the intended railway and works, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To authorise the Company to raise, for the purposes of the intended railway, a separate capital in shares or stock (preferential or otherwise) with special privileges, and to borrow money on mortgages, debenture stock, or otherwise.

To constitute the intended railway and works, and the property to be acquired for the same under the Bill into a separate undertaking, and