

Western Company are at the time being receiving or charging between Dublin and the same places on their railways for passenger and parcel traffic, whether such traffic originates or terminates at Dublin or Kingstown or is received and forwarded by them, from or to other places in Ireland over railways of the North Western Company, or of any other Company or Companies, or at other or proportionate rates, tolls, or fares to be fixed or ascertained by or under the provisions of the Bill.

To authorise the North Western Company to require the Dublin Company, and to require that Company to carry in the steam vessels worked or employed by them from or to Holyhead, to or from Kingstown, passenger and parcel traffic which has been, or is intended to be, conveyed on the railways of the North Western Company, at the same rates, tolls, or fares as the Dublin Company are at the time being charging for passenger and parcel traffic conveyed in the steam vessels worked or employed by them from or to Holyhead, to or from Kingstown, whether such traffic originates or terminates at Kingstown or is received and forwarded by the Dublin Company from or to other places in Ireland, but which has not been nor is intended to be conveyed on the North Western Company's railways, or at other rates, tolls, or fares to be fixed by or under the provisions of the Bill.

To authorise the Dublin Company to require the North Western Company, and to require that Company to provide or to join with the Dublin Company in providing portorage at the Admiralty Pier, Holyhead, and to through-book and to afford at their several stations on their railways and their other booking-offices all facilities, including if required accommodation at such stations and offices for booking clerks of the Dublin Company, for through-booking, passenger and parcel traffic for, or intended for, the steam vessels of the Dublin Company, worked or employed from or to Holyhead, to or from Kingstown, in the same manner and to the same extent as the North Western Company, shall for the time being book or afford facilities for through-booking passenger and parcel traffic for, or intended for, that Company's steam vessels worked or employed from or to Holyhead, to or from Dublin, including or, as the case may be, excluding Kingstown, and also to run such ordinary or special trains in connection with the said steam vessels worked or employed by the Dublin Company, and at such rates of speed and on such other conditions as may be prescribed or determined by or under the provisions of the Bill.

To authorise the North Western Company to require passenger and parcel traffic conveyed or intended to be conveyed upon the steam vessels of the Dublin Company, worked or employed between Holyhead and Kingstown, and the railways of the North Western Company, to or from places on those railways, to be received, forwarded, and delivered by the steam vessels worked or employed by the Dublin Company from or to Holyhead, to or from Kingstown, at through rates, tolls, or fares, to be fixed and apportioned under the provisions of the Bill or of the Traffic Acts; and to require the Dublin Company for such passenger and parcel traffic to accept and give effect to such through rates, tolls, or fares, and any apportionment of such through rates, tolls, or fares made under the provisions of the Bill or of the Traffic Acts.

To make further and effectual provision for securing to all traffic conveyed, partly by the Dublin Company and partly by the North Western Company, all such advantages and

facilities as are usual or desirable in the case of traffic conveyed upon land and sea by one and the same Company, or by two or more Railway Companies working amicably; and to provide all necessary and suitable machinery for giving effect to the several objects and purposes of the Bill.

To authorise the Dublin Company to make and enforce bye-laws in respect to the passenger and parcel traffic aforesaid, and the conveyance and conduct thereof.

To authorise the Dublin Company and the North Western Company, or either of those Companies, to levy tolls, rates, and charges, to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from tolls, rates, or charges for traffic conveyed on their respective steam vessels and railways.

To vary or extinguish all existing rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid, to repeal the provisions of the following local and personal Acts, or to make applicable to the purposes of the Bill by adaptation, incorporation, or otherwise, some or all of the provisions of those Acts, that is to say: The Act of 1855; the Chester and Holyhead Railway Act, 1848; the London and North Western (Chester and Holyhead) Railway Act, 1861; the London and North Western Railway (Steam Vessels) Act, 1870; the Acts 9 and 10 Vict., c. 204, 21 and 22 Vict., c. 130, and the several other Acts relating to the North Western Company and to the Chester and Holyhead Railway Company; the Acts 3 and 4 Will. IV., c. 115; 6 and 7 Will. IV., c. 100; 23 Vict., c. 98; 24 Vict., c. 3; 31 Vict., c. 30; and 39 Vict., c. 11; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Dublin Company, or the North Western Company, or the Chester and Holyhead Railway Company, or their respective Undertakings.

Printed copies of the 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 15th day of November, 1882.

Henry S. Watson, Solicitor, 5, Foster-place, Dublin.

Grahames, Currey and Spens, 30, Great George-street, Westminster.

In Parliament.—Session 1883.

Metropolitan District Railway.

(New Line at Hammersmith; Additional Lands; Power to raise further Capital; Payment of Interest on Capital expended during Construction of City Lines; Amendment of Section 7 of The Metropolitan District Railway Act, 1881; Extension of Time for West Brompton Junction and Ventilating Shafts; Lands at White-chapel.)

A PPLICATION is intended to be made to Parliament, in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To enable the Metropolitan District Railway Company (hereinafter called the Company) to make and maintain the railway and works hereinafter described, with all needful stations, approaches, works, and conveniences connected therewith or incidental thereto, that is to say:—
Hammersmith Junction.

A railway situate wholly in the parish of St. Peter and St. Paul, Hammersmith, in the county