

capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

The Bill will incorporate with itself all or some of the provisions of the Lands Clauses Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act 1845, and the Railways Clauses Act 1863, the Companies Clauses Consolidation Act 1845, and the Companies Clauses Acts 1863 and 1869.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights or privileges.

The Bill will, so far as may be necessary, repeal, alter, or vary the provisions, or some of the provisions, of the local and personal Acts following, or some of them, that is to say:—12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 7, 78, and 320; 28 and 29 Vic., caps. 248, 327, and 378; 29 and 30 Vic., caps. 158, 162, 191, and 294; 30 and 31 Vic., cap. 4; 32 and 33 Vic., caps. 25 and 26; 34 and 35 Vic., caps. 38 and 39; 35 and 36 Vic., cap. 178; 36 and 37 Vic., cap. 77; 37 and 38 Vic., caps. 131 and 132; 38 and 39 Vic., cap. 64; 39 and 40 Vic., cap. 181; 40 and 41 Vic., cap. 46; 41 and 42 Vic., caps. 30, 97, and 130; 42 and 43 Vic., cap. 151; 44 and 45 Vic., caps. 9 and 136; 45 and 46 Vic., cap. 116; 46 and 47 Vic., cap. 157, and any other Act or Acts relating to or affecting the Company; 28 and 29 Vic., cap. 327; 29 and 30 Vic., cap. 351; 30 and 31 Vic., cap. 237; 31 and 32 Vic., cap. 26, and all other Acts relating to the Cheshire Lines Committee; 7 and 8 Vic., caps. 18 and 59; and any other Act or Acts relating to or in any way affecting the Midland Railway Company; 9 and 10 Vic., cap. 71, and any other Act or Acts relating to or in any way affecting the Great Northern Railway Company; 25 and 26 Vic., cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261; 29 and 30 Vic., caps. 38, 270, 358, and 359; 30 and 31 Vic., cap. 200; 32 and 33 Vic., cap. 153; 36 and 37 Vic., cap. 232; 45 and 46 Vic., cap. 232; 46 and 47 Vic., caps. 65 and 108, and any other Act or Acts relating to or in any way affecting the Wrexham, Mold, and Connah's Quay Railway Company.

Duplicate plans and sections of the said intended railways and works, and of the lands to be taken for the purposes of the intended Act, together with books of reference thereto, with a published map, showing the general course and direction of the intended railways and works, and also a copy of this Notice as published in the "London Gazette," will be deposited on or before the 30th day of November, 1883, with the Clerk of the Peace for the County of Chester, at his office at Chester, with the Clerk of the Peace for the County of Flint, at his office at Mold in that county, and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and a like copy of the said "Gazette" notice, will be deposited on or before

the said 30th day of November, 1883, with the parish clerk of each such parish at his residence, and in the case of extra-parochial places, then with the parish clerk of some adjoining parish at his residence.

On or before the 21st day of December, 1883, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1883.

*R. B. M. Lingard Monk*, 4, Westminster Chambers, Westminster, and Manchester, Solicitor for the Bill.

*Wyatt, Hoskins, and Hooker*, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Metropolitan and London, Tilbury, and Southend Railways.

New Railways between the authorised Whitechapel Branch of the East London Railway at Whitechapel, and the London, Tilbury, and Southend Railway at Bow; Provisions as to Construction, Ownership, and use thereof; Powers to stop up and divert Streets; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to Superfluous Lands on the Railways; Agreements between the Metropolitan Railway Company and the London, Tilbury, and Southend Railway Company; Levying of Tolls; Powers to the Companies to borrow or raise Additional Capital and to apply Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to effect all or some of the following purposes (that is to say):—

To authorise the construction and maintenance by the Metropolitan Railway Company and the London, Tilbury, and Southend Railway Company, or one of them, with all necessary and proper stations, sidings, roads, approaches, buildings, machinery, works, and conveniences of the following railways and works, or some or one of them, all in the county of Middlesex (that is to say):—

1. A railway (No. 1) commencing in the parish of St. Mary, Whitechapel, in the county of Middlesex, by a junction with the Whitechapel branch of the East London Railway, authorised by the East London Railway Act, 1882, and now in course of construction, at a point in or under the Whitechapel-road, 105 yards or thereabouts westward of the junction of New-road with the Whitechapel-road, and passing through or into the parish of St. Matthew, Bethnal-green, and the hamlet of Mile-end Old Town, and terminating at a point in or under the Mile-end-road, opposite the western side of Calverly-street.

2. A railway (No. 2) commencing in the hamlet of Mile-end Old Town, by a junction with Railway No. 1, at the termination thereof, and passing through or into the parishes of St. Mary, Stratford-le-Bow, and St. Leonard, Bromley and terminating at a point in or under the Bow-road, opposite the eastern side of Harley-street.

3. A railway (No. 3), situate in the parishes of St. Mary, Stratford-le-Bow, and St. Leonard, Bromley, or one of them, commencing by a junction with Railway No. 2 at the termination thereof, and terminating by a junction with the main line of the London, Tilbury, and Southend Railway, at a point 20 yards or thereabouts,