

To amend or repeal, as far as may be necessary or expedient for the purposes of the Bill, the provisions, or some of the provisions of the local and personal Acts of Parliament following, that is to say—The Eastern and Church Hope Railway Companies Act of 1867, and all other Acts relating to, or affecting that Company; the 4 and 5 Will. 4th, cap. 88, the 38 and 39 Vic., cap. 166, and all other Acts relating to or affecting the London and South-Western Railway Company; the 5 and 6 Will. 4th, cap. 107, and all other Acts relating to or affecting the Great Western Railway Company.

On or before the 30th day of November instant, Plans and Sections of the intended railways and works, with a Book of Reference to such plans, 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 Dorset, at his office at Sherborne, in that county; and with the Parish Clerk of the parish of Portland, at his residence.

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 13th day of November, 1883.

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In Parliament—Session 1884.

Bradford Central Railway.

(Incorporation of Company; Power to make and maintain a Railway in the Borough of Bradford to connect the Midland Railway on the North and the Lancashire and Yorkshire Railway on the South of such intended Railway; to construct a Branch Line of Railway from Bradford to Manningham in connection with the Midland Railway in the said borough; to construct a central station in Bradford for the use of all the said railways and of the railways worked in connection therewith; the laying of Additional Lines of Rails on certain portions of the lands of the said Midland Railway Company and Lancashire and Yorkshire Railway Company; Running Powers over parts of the said Midland Railway and Lancashire and Yorkshire Railway; Working and other arrangements with the last-named Railway Companies and with the Great Northern, Manchester Sheffield and Lincolnshire, London and North Western, Great Eastern, and North Eastern Railway Companies; Power to the Bradford Corporation and to each of the Railway Companies above mentioned or referred to take shares in the proposed Railway, and to provide funds for that purpose; Powers to the above-named Railway Companies, or any of them, to enter into agreements with the Company proposed to be incorporated for the construction, working, use, and maintenance of the said railways, station, and works; or for acquiring the undertaking by or on behalf of the said Companies, or any of them; Power to raise capital and to levy rates, tolls, and charges: Power to acquire lands; Incorporation and Amendment of Acts, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament during the next session for leave to bring in a Bill and to pass an Act for the purposes following, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company

to make and maintain the railways and stations following, with all necessary approaches, sidings, works, and conveniences connected therewith, that is to say:—

No. 1. A railway wholly in the borough of Bradford and West Riding of the county of York, commencing by a junction with the existing railway of the Lancashire and Yorkshire Railway Company, at or near Bridge-street, at the point where such last-named railway passes under that street, and terminating on land belonging to the Midland Railway Company at or near Broad-street and Hallfield-street, 45 yards east of the junction of such streets with each other, the whole of which said railway will be situate in the parish of Bradford and in the said borough and West Riding of the county of York.

No. 2. A railway wholly in the said borough, commencing by a junction with the said intended Railway No. 1 at the termination thereof as aforesaid on land belonging to the Midland Railway Company, and terminating by a junction with the Midland Railway at or near Queen's-road, which said Railway No. 2, will be partly in the township of Manningham and partly in the township of Bradford, and wholly in the said parish of Bradford, in the said West Riding of the county of York.

No. 3. A central railway station wholly in the said borough and parish of Bradford, in the said West Riding of the county of York, on land bounded on the east partly by the existing railway station of the Midland Railway Company and partly by land and railways of the said Midland Railway Company; on the west by parts of certain public highways, known by the names of Cheapside and Mauor-row, on the eastern side of such last-named highways; on the north by the street known by the name of Broad-street; and on the south by parts of the public highways known by the names of Kirkgate and Well-street.

To authorise the Company to construct all necessary works, and lay down and maintain all necessary rails and approaches for forming junctions with the said railways of the Midland Railway Company and the Lancashire and Yorkshire Railway Company at the aforesaid terminal points of the said intended railways, and to make such alterations and diversions in the lines, levels, and works of the Midland Railway and the Lancashire and Yorkshire Railway in their respective stations at Bradford, and in the station of the Midland Railway Company at Manningham, as will be necessary for effecting such junctions and as shall adapt such railways to the junctions therewith, and to the use thereof in connection with the railways proposed by the Bill.

To authorise the Company to lay down and maintain additional lines of rails on such portions of the Midland Railway and the Lancashire and Yorkshire Railway as may be necessary for enabling the Company to carry out and effect the said junctions with such railways and the proper working of the traffic to and from such last-mentioned railways.

To authorise the Company to make such alterations in the stations, sidings, and levels of so much of the said Midland Railway and Lancashire and Yorkshire Railway at and between the respective termini of the said intended railways as may be necessary for the convenient working by the Company of the proposed rail-