

district in such proportions in either case as the Bill may prescribe.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1884.

John Charles Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Great Northern Railway (Rates and Charges). (Consolidation of Rates and Charges; Classification of Traffic; Alteration of Existing Rates and Charges; Provisions as to Terminal and Special Charges, and other matters; Amendment of Acts.)

NOTICE is hereby given, that the Great Northern Railway Company (hereinafter called "the Company") intend to apply to Parliament in the session of 1885, for an Act for all or some of the following purposes (that is to say):—

To consolidate and to prescribe and declare the rates and charges to be demanded and taken by the Company in respect of the railways of the Company, and all or some of the other railways hereinafter mentioned belonging to, leased to, or worked by the Company, solely or jointly with any other Company or Companies, and the traffic conveyed, or that may be conveyed on any such railways, and to classify such traffic, and to vary, alter, increase or reduce all or some of the rates and charges which the Company are now authorised to demand and take in respect of such railways, or some of them and the traffic thereon, and to vary, alter and consolidate the existing classification of such traffic, and to empower the Company to demand and take new and other rates and charges.

The other railways above referred to are the following:

The Cheshire Lines, the Joint Railways of the Great Northern and Great Eastern Railway Companies between Huntingdon, St. Ives, March, Spalding, Lincoln, Gainsborough and Doncaster, the Methley Railway, the Joint Railways of the Great Northern and London and North Western Railway Companies, viz., the Newark and Melton Line, the Melton and Market Harborough Line, and the Bingham Branch, the East Lincolnshire Railway, the Royston and Hitchin Railway, the Ramsey Railway, the Stamford and Essendine Railways, the Midland and Eastern Railway, the Horncastle Railway, the Spilsby and Firsby Railway, the Firsby and Wainfleet Railway, the Wainfleet and Skegness Railway, the Louth and East Coast Railway, the West Riding and Grimsby Railway, and the Halifax and Ovenden Junction Railway; together with all branches and extensions of such railways, or any of them.

To authorise the Company to demand and take charges and payments in respect of services rendered, and accommodation, conveniences, and appliances furnished and provided by them at stations, sidings, wharves, depôts, warehouses and other places and works, and in respect of any other services and accommodation provided and supplied by them.

To make other provisions and regulations as to rates, charges and payments in respect of traffic conveyed upon the railways hereinafter referred to, or some of them, and to grant exemptions from rates, charges and payments.

To vary or extinguish all existing rights and

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privileges which would in any way interfere with the objects of the intended Act, or any of them, and to confer other rights and privileges.

So far as may be necessary in giving effect to the purposes of the intended Act, to alter, amend, or repeal all or some of the provisions of the several Acts of Parliament relating to the Company, and to the several railways hereinbefore mentioned, or any of them, and of any other Act which it may be desirable to alter, amend, or repeal for the purposes to be authorised by the intended Act.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1884.

Dated this 12th day of November, 1884.

Nelson, Barr, and Nelson, 4, South-parade, Leeds, and 29, Abingdon-street, Westminster, Solicitors.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

North-London Railway.

(Widening of Railway, and Sidings near Columbia Market; Agreements between the Company and the Owner of that Market; Additional Capital and Power to London and North Western Railway Company to subscribe; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885 by the North London Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to widen and lay down additional lines of rails upon the east side of their railway, between a point twenty yards or thereabouts north of Pearson-street, and a point ninety-four yards or thereabouts south of Harwar-street; and to stop up and extinguish all rights of way over so much of Long-street as extends from a point fifty-three yards or thereabouts north of Union-buildings, under the North London Railway to Harwar-street, and to make all necessary approaches, stations, sidings, works and conveniences in connection with the said widening and other works, all which said works will be situate in the parish of Saint Leonard, Shoreditch, in the county of Middlesex.

To empower the Company to purchase by compulsion or agreement lands, houses, and buildings and easements therein in the said parish, for the purposes of the said intended works.

To authorise the purchase of part only of any property which may be required to be taken for the purposes of the intended Act, notwithstanding anything contained in Section 92 of the "Lands Clauses Consolidation Act, 1845."

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased for the purposes of the intended Act, or which would in any manner impede or interfere with such purposes, and to confer other rights and privileges.

To empower the Company to cross, stop up, alter, or divert, either temporarily or permanently, any railways, roads, streets, drains, sewers, pipes, and telegraphic and telephonic apparatus within the parish aforesaid; which it may be necessary or convenient to cross, stop up, alter, or divert in constructing the said intended works, and to deviate from the line and levels thereof.

To empower the Company to levy and demand and recover tolls, rates, and charges in respect