

tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, so much of the Otley and Ilkley branch of the Midland Railway as lies between the junction therewith of the intended railway and the Guiseley station on the said branch railway, together with that station and all other stations, and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking-offices and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said portion of railway and station.

8. To empower the Company on the one hand and the Midland Railway Company on the other hand from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements, with respect to the construction, working, use, management and maintenance by the contracting Companies or either of them of their respective railways and works or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any of such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To enable the Company to pay interest or dividends on any of their shares or stock out of capital, and to alter with regard to the Company the provisions of the Companies Clauses Consolidation Act, 1845, in this respect and with respect to the paying up of capital of the Company and the exercise of borrowing powers.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

11. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):—7 and 8 Vict., cap. 18, 24 and 25 Vict., cap. 139, and all other Acts relating to or affecting the Midland Railway Company or their Undertaking.

12. And notice is hereby also given, that on or before the 29th day of November instant a plan and section of the railway and works proposed to be authorized by the Bill showing the line and levels thereof, with a book of reference to such plan, 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 West Riding of the county of York, at his office at Wakefield in that Riding, and that on or before the said 29th day of November a copy of so much of the said plan, section, and book of reference as relates to each parish in or through which the said railway or works or any part

thereof is or are intended to be made or will be situate, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof at his residence.

13. 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 12th day of November, 1884.

Bond, Barwick and Peake, Leeds, Solicitors for the Bill.

J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

North Metropolitan Tramways (No. 1).
(New Tramways in Clerkenwell-road, Theobald's-road, and Gray's-inn-road; Agreements with Vestries, District Boards, and others; Provisions as to Manufacture and Sale of Rolling Stock; Additional Capital; Amendment of Acts.)

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

To empower the Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1 and Tramway No. 1A, a double line, commencing respectively in Old-street by junctions with the existing tramways of the Company, at or near the western end of that street, and passing thence in a westerly direction across Goswell-road into and along, and terminating respectively in Clerkenwell-road, at or near the junction of that road with Saint John-street.

Tramways No. 2 and No. 2A, a double line, commencing respectively by junctions with Tramways No. 1 and No. 1A at the terminations thereof, as hereinbefore described, and passing thence in a westerly direction across St. John-street, into and along, and terminating respectively in Clerkenwell-road, opposite the Holborn Town Hall.

Tramway No. 3 and Tramway No. 3A, a double line, commencing respectively by junctions with Tramways No. 2 and No. 2A at the terminations thereof, as hereinbefore described, and passing thence in a westerly direction across Gray's Inn-road into and along Theobald's-road, and terminating opposite the entrance to the Fire Engine Station at the western end of that road.

Tramway No. 4, a single line, commencing by a junction with Tramways No. 3 and No. 3A at the terminations thereof, as hereinbefore described, and passing thence in a westerly direction for a distance of 1 chain, and terminating at or near the eastern side of Southampton Row.

Tramway No. 5 and Tramway No. 5A, a double line, commencing respectively in Clerkenwell-road by junctions with Tramways No. 2 and No. 2A, at the terminations thereof, as hereinbefore described, and passing into and in a southerly direction along Gray's-inn-road, and terminating in that road about 2 chains from the southern end thereof.