

or of the transfer of the undertakings of the selling Companies or Company to the purchasing Companies, or to the Joint Company or Joint Committee, or for the purposes of the intended Act, to apply their corporate funds and revenues, and, if need be, to raise further money by the creation and issue of new, ordinary, or preference stock or shares, or by borrowing, or by all or any of those modes.

7. To dissolve, if so deemed expedient, or to provide for the dissolution of the selling Companies or Company, at the date of the passing of the intended Act, or at such other date as may be prescribed thereby; to enable the purchasing Companies to appoint the Directors of the Joint Company, and to amend, so far as regards the Joint Company, "The Companies Clauses Consolidation (Scotland) Act, 1845."

8. To enable the purchasing Companies, or one or more of them, or the Joint Company or the Joint Committee, to run over and use with engines and carriages of every description, such portions of the railways of the selling Companies and of the Caledonian and Glasgow and South Western Railway Companies, situate in the counties of Cumberland, Dumfries, and Wigtown, and in the county of Stewartry of Kirkcudbright, together with such of the stations, sidings, watering-places, booking-offices, and conveniences upon and connected with the portions of railways so run over and used, as may be specified in the intended Act, upon such terms and conditions, and subject to such payments, rents, tolls, charges, and other considerations as may be agreed upon between the respective Companies, or the Joint Company or the Joint Committee, or as may be prescribed by the intended Act; and if necessary or expedient to alter and vary the tolls, rates, and duties now authorised to be taken on the portions of railways so to be run over and used by the Companies respectively owning the same, and to enable the Companies exercising such running powers, or the Joint Company or the Joint Committee, to levy tolls, rates, and duties on the portions of railways so run over and used, or any part thereof.

9. To confer on the purchasing Companies, or the Joint Company or the Joint Committee, powers to contribute to and hold shares in the undertaking of any steamboat Company owning steamboats running between Stranraer and any port in Ireland, and to make all necessary agreements in regard thereto.

10. To enable the purchasing Companies, or the Joint Company or the Joint Committee and the Town Council of Stranraer, to contract and agree for leasing or for paying a gross annual or other sum by way of composition for the town dues or petty customs at Stranraer, now leviable by the Town Council, or to agree for the purchase or redemption of such dues and customs.

11. To provide for the termination of the existing working agreement between the Portpatrick Railway Company and the Caledonian Railway Company at the commencement of the intended Act, or at such other period as may be agreed upon, and to make all necessary provisions consequent thereon.

12. To authorise the Joint Company or the Joint Committee to enter into and carry into effect agreements with the Superannuation Fund Associations of any of the purchasing Companies with respect to the officers and servants of the Joint Company or the Joint Committee, and to contribute towards such Superannuation Fund Associations, and to authorise such Associations, or any of them, to

enter into and carry into effect any such agreements.

13. To make provision for the payment of the costs, charges, and expenses of and incidental to the preparing for, obtaining, and passing of the intended Act.

14. To vary and extinguish all rights and privileges which would interfere with any of the objects of the intended Act, and to confer other rights and privileges.

15. To alter, amend, or repeal all or some of the provisions of "The Portpatrick Railway Act, 1857," "The Portpatrick Railway Act (No. 1), 1864," "The Portpatrick Railway (Steamboats) Act, 1864," the Act (public and general) 31 and 32 Vict., cap. 81; "The Portpatrick Railway Act, 1877," and all other Acts relating to the Portpatrick Railway Company; "The Wigtownshire Railway Act, 1872," "The Wigtownshire Railway Act, 1877," and all other Acts relating to the Wigtownshire Railway Company; the Act (local and personal) 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; the Act (local and personal) 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; "The Caledonian Railway Act, 1845," and all other Acts relating to the Caledonian Railway Company; "The Glasgow and South Western Railway Consolidation Act, 1855," and all other Acts relating to the Glasgow and South Western Railway Company; "The Girvan and Portpatrick Junction Railway Act, 1865," and all other Acts relating to the Girvan and Portpatrick Junction Railway Company.

Printed copies of the Bill for the intended Act 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.

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In Parliament.—Session 1885.

North Metropolitan Tramways (No. 2). (New Tramways in St. John-street-road, St. John-street, Clerkenwell-road, Goswell-road, Mare-street, Hackney, and the Lower Clapton-road; Agreements with Vestries, District Boards, and others; Provisions as to Manufacture and Sale of Rolling Stock, &c; 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, and 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 High-street, Islington, by junctions with the existing tramways of the Company, at or near the southern end of that street, and passing thence in a southerly direction into and