

junction of the intended Chale Railway with the railway of the Isle of Wight Railway Company and the Shanklin Station of that Company, together with all approach roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway and station at Shanklin aforesaid.

To empower the Company, and the Isle of Wight Railway Company (hereinafter referred to as "the two Companies"), 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 two 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 the railways of the two Companies, or either of them; the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the two 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 such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Isle of Wight Railway Company to subscribe or contribute funds toward the construction and maintenance of the intended railways and works, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the the moneys expended in the construction thereof, as may be agreed upon between that Company and the Company, and to take and hold shares in the capital of the Company, and to appoint a director or directors of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them, or under the control of their directors, and if they shall think fit to raise additional capital for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority, in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of those means, or by such other means as Parliament shall authorise or direct.

To enable the Company, notwithstanding anything in "The Companies Clauses Consolidation Act, 1845," contained to the contrary, to pay out of the capital or any funds of the Company, from time to time, interest or dividends on any shares or stocks of the Company.

And the Bill will or may 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.

And it is intended, so far as may be necessary, or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Act, 22 and 23 Vic., cap. 162, and all other Acts relating to the Isle of Wight Railway Company.

And notice is also hereby given, that on or before the 29th day of November instant, plans and sections of the railways and works proposed

to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the County of Southampton, at his office, at Winchester, in that county; and that on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, or will be situate, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of any such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

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

Dated this 15th day of November, 1884.

*Geo. T. Porter*, Solicitor for the Bill.

In Parliament.—Session 1885.

London and North Western Railway.

(Tolls, Rates, and Charges.)

(Consolidation of Tolls, Rates, and Charges; Classification of Traffic; Alteration of existing Tolls, Rates, and Charges; Provisions as to Terminal and Special Charges, and other matters; Amendment of Acts.)

NOTICE is hereby given, that the London and North Western 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 tolls, rates, and charges to be demanded and taken by the Company in respect of the railways and steam boats 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 tolls, 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 classifications of such traffic, and to empower the Company to demand and take new and other tolls, rates, and charges.

The other railways above referred to are the following:—Shropshire Union Railways; West London Railway, West London Extension Railway; North and South Western Junction Railway; Ashby and Nuneaton Railway; Charnwood Forest Railway; Harborne Railway; Shrewsbury and Wellington Railway; Shrewsbury and Welchpool Railway; Shrewsbury and Hereford Railway; Vale of Towy Railway; Ludlow and Cleehill Railway; Tenbury Railway; the railways owned jointly by the Company and the Rhymney Railway Company; the railways owned jointly by the Company and the Brecon and Merthyr Tydfil Junction Railway Company; Cromford and High Peak Railway; Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway; Birkenhead Railway; Wrexham and Minera Railway (owned jointly by Company and Great Western Railway Company); Mold and Denbigh Junction Railway; Manchester, South Junction, and Altrincham Railway; Lancashire Union Railway (owned jointly by