

5. To empower the Railway Company to borrow money on mortgage of their undertaking.

6. To authorize the Railway Company to demand, levy, and recover tolls, rates, and charges in respect of traffic of every description carried or conveyed upon their railways, and to vary or repeal the tolls, rates, and charges now authorized to be taken thereon, whether by the Estate Company or by any railway or other company or persons.

7. To make provision, if need be or thought expedient, for winding up the affairs and for the dissolution of the Estate Company.

8. To empower the Railway Company to sell and transfer, or to let or demise to any of the Companies mentioned in section 14 of the Act of 1866, and to enable any of those Companies to purchase and acquire or to take on lease and hold the undertaking, railways, lands, property, rights, powers and privileges of the Railway Company upon such terms (pecuniary and other) and conditions, and in the case of a lease for such period or periods as may be agreed between the Companies parties to such sale and transfer or lease, or as may be prescribed by or under the Bill, and to enable the purchasing or leasing Company or Companies for the purpose of the sale, transfer, and purchase or lease, as the case may be, to apply their corporate funds and revenues, and to raise further money by the creation and issue of stocks and shares, ordinary or preferential, or both, and by borrowing on mortgage or by debenture stock, and to confer all such further powers upon any such Companies or Company as may be necessary for giving full effect to any such sale, transfer, or purchase or lease.

9. To vary or extinguish all rights and privileges which are inconsistent, or would interfere with the objects of the Bill, and to confer other rights and privileges.

10. To vary, amend, or repeal the provisions or some of the provisions of the Acts of 1866 and 1871, and of the Alexandra Palace Act, 1877, or of some or one of those Acts.

Printed copies of the Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1885.

Markby, Stewart, and Co., 57, Coleman-street, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1886.

Metropolitan Street Improvements Act, 1877
(Amendment).

(Subways under New Streets; Construction and Use; Agreement; Amendment of Act.)

A PPLICATION will be made to Parliament in the ensuing session for leave to introduce a Bill for the following, or some of the following purposes, viz:—

To define and explain or to amplify the powers conferred upon the Metropolitan Board of Works under Section 14 of the Metropolitan Street Improvements Act, 1877, as to the formation of subways under the streets, or street improvements by that Act authorised, or some of them, and to authorise such subways to be constructed of such dimensions, character, and material, in such positions and for such purposes, and generally in such manner as the said Board may think fit.

To empower the said Board to enter into and carry into effect agreements with any company, person, or persons, as to the formation of any

such subway, or subways, and as to the manner in which the cost thereof shall be defrayed and contributed, and to authorise the Board to grant any powers or privileges as to the use of any such subways to any company, body, or persons, on such terms and conditions as they may think fit, and to confer other powers and privileges relative to the matters aforesaid, and to provide for the cost of the intended Act and of such subways being defrayed by the said Board or otherwise as defined in the Bill, and to confer, vary, or extinguish rights or privileges.

The Bill may empower the said Board to acquire any such subway or subways to be used for the laying of water and gas mains, sewers, drains, tubes, pipes, and wires, &c., and to prohibit any interference with the surface, subsoil, or materials of any such street, and may fix, or define, or provide for fixing and defining the payments to be made for the use of such subways for the purposes aforesaid.

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 20th day of November, 1885.

E. W. Perks, 147, Leadenhall-street, E.C., Solicitor.

In Parliament.—Session 1886.

Woodstock Railway.

(Incorporation of Company; Construction of Railway from Shipton-on-Cherwell to Woodstock; Compulsory Purchase of Lands and Houses; Power to Levy Tolls and Rates; Stopping of Roads; Deviations; Power to Trustees of Settled Estates of the Duke of Marlborough, known as "The Blenheim Estates," and to Corporation of New Woodstock, or Woodstock, to Subscribe to and Guarantee Cost of Undertaking, to Raise and Apply Funds, &c., and to Appoint Directors; Working and other Arrangements with, and Powers to, the Great Western Railway Company; Running Powers and Facilities over Portion of Great Western Railway; Power to Trustees of the Settled Estates of the Duke of Marlborough and to Corporation of Woodstock to Enter into Agreements; Payment of Dividends or Interest out of Capital; Incorporation of Acts; Amendment or Repeal of Acts; Other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, together with all proper and necessary stations, sidings, junctions, roads, bridges, approaches, communications, works, and conveniences connected therewith, or incidental thereto (that is to say):—

A railway commencing in the parish of Shipton-on-Cherwell, by a junction with the Great Western Railway (Oxford and Birmingham line), at or near a point on that railway 145 yards or thereabouts, measured in a southerly direction along the said railway, from the mile-post denoting 70½ miles from London, and terminating at Woodstock, in the parish of Hensington, on or near the eastern side of the road leading from Woodstock to Oxford, at a point 2 chains or thereabouts, measured in a north-easterly direction, from the entrance door