

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.

To authorise the Great Western Railway Company to subscribe or contribute towards the capital of the Company, and to take and hold shares in such capital, and to vote at meetings, and to appoint a director or directors of the Company in respect of such contribution or subscription.

To enable the Great Western Railway Company to apply their corporate funds and revenues to the purposes of such contribution or subscription, and also for the like purposes to raise additional capital by the creation of new shares or stock, with or without a preference or priority in payment of dividends, by borrowing on mortgage, and by the creation and issue of debenture stock, or by any or either of such means.

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.

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: the Act of 1878, the Rosebush and Fishguard Railway Act, 1881, and the North Pembrokeshire and Fishguard Railway Act, 1884, or any other Act or Acts relating to the Company or their undertaking; the local and personal Act 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking, and the Naberth Road and Maenclochog Railway Certificate, 1872.

And notice is hereby given, that on or before the 30th day of November instant plans and sections of the said portion of railway the powers to construct which are proposed to be revived by the Bill, and of the deviation and new railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, and the lands proposed to be taken under the powers of the Bill, with a book of reference to such plans respectively, 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 county of Pembroke, at his office at Haverfordwest, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said portion of railways and deviation and new railways and works or any part thereof are or is intended to be made, or in which any lands intended to be taken are 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, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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 13th day of November, 1885.

R. H. Harris, 46, Finsbury-circus, E.C.,
Solicitor for the Bill;

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

In Parliament.—Session 1886.

Accrington, Clitheroe, and Sabden Railway.

Incorporation of Company: Construction of Railways; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Running Powers; Working and Traffic Agreements and Arrangements; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in Session 1886 for leave to bring in a Bill to incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways and works in the county of Lancaster hereinafter described or some of them or some part or parts thereof, together with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1) commencing in the parish or township of Old Accrington and parish of Whalley, by a junction with the East Lancashire Railway of the Lancashire and Yorkshire Railway Company at or near the eastern side of the bridge which carries that railway over the main public road leading from Accrington to Clayton-le-Moors, and terminating in the parish or township of Great Harwood and parish of Blackburn, by a junction with the North Lancashire loop line of the Lancashire and Yorkshire Railway Company at or near the point where that line crosses the south side of the road known as Mill-lane; which intended Railway No. 1 will pass from, in, through, or into the following parishes, townships, and places, or some of them, viz.:—Whalley, Accrington, Old Accrington, Altham, Church, Rishton, Henfield, Clayton-le-Moors, Oakenshaw, Great Harwood, Martholme, and Blackburn.

2. A Railway (No. 2) commencing in the parish or township of Read and parish of Whalley by a junction with the North Lancashire loop-line of the Lancashire and Yorkshire Railway Company, at or near the level crossing by that line of the road on the eastern boundary of Bridge-Hey-Wood and terminating in the extra-parochial place of Standen and Standen Hey in the township of Pendleton, by a junction with the Blackburn and Hellifield Railway of the Lancashire and Yorkshire Railway Company, at a point 70 yards or thereabouts measuring along that railway in a southerly direction from the distance post thereon indicating $32\frac{1}{2}$ miles from Manchester; which intended Railway No. 2 will pass from, in, through, or into the following parishes, townships, and places, or some of them viz.:—Whalley, Read, Wiswell, Barrow, Pendleton, Standen and Standen Hey, Mitton, Henthorn, and Coldecoats.

3. A Railway (No. 3) wholly in the parish or township of Read and parish of Whalley commencing by a junction with the said North Lancashire loop-line at a point 110 yards or thereabouts measured in a north-easterly direction along that line from the northern bank of the River Calder and terminating by a junction with the intended Railway No. 2 at the southern corner of the cross roads immediately opposite the lodge at the entrance to Read Park.

4. A Railway (No. 4) commencing by a junction with the intended Railway No. 3, at the termination thereof before described, and terminating in the parish or township of Read and parish of Whalley at a point 15 yards or thereabouts measured in a northerly direction from the northernmost corner of the block of cottages at or near the town of Sabden, the site of which cottages is marked on the six-inch ordnance map "Edmondson Barn," which intended Railway (No. 4) will pass from, in, through or into the following parishes, townships,