

expenses to be disbursed or incurred by the said joint committee, and also for dividing between the said Companies the revenues of the said undertakings (so far as placed under the control of the said joint committee as aforesaid), in the several proportions, or according to the provisions, to be inserted in the said Bill: And it is further intended, by the said Bill, to enable the said Companies respectively to raise, by the creation of shares, ordinary or preferential, or by loan, such sums as may be required for the payment of their respective proportions of such cost and expenses, or part thereof, or to apply towards such payment funds which they are already authorised to raise: And it is further intended, by the said Bill, to vest in the said joint committee, at a time to be therein specified, some or all of the stations, workshops, engine-houses, and other appurtenances of the undertakings of the said Companies, and some or all of the engines, carriages, waggons, and other plant belonging to them; and to provide for the settlement, by arbitration or otherwise, of any differences that may arise in carrying the powers and provisions aforesaid into effect: And it is further intended, by the said Bill, to empower the said Companies, from time to time, to enter into agreements with each other in relation to the several matters before-mentioned, or any of them; and to sanction and confirm any such agreements which may have been entered into prior to the passing of the said Bill; And it is further intended by the said Bill to vary or extinguish all existing rights and privileges which may interfere with the objects aforesaid, or any of them, and to confer all rights and privileges which may be necessary or expedient for effecting the said objects. And for these and other purposes, it is intended by the said Bill to amend and, so far as necessary, to repeal the powers and provisions of the Acts aftermentioned, or some of them—that is to say, “The Caledonian Railway Act, 1845,” and the following Acts relating to the undertaking of the Caledonian Railway Company, or to the joint line of railway between Glasgow and Paisley, or to the stations at Bridge Street of Glasgow, at Paisley, and at Carlisle, belonging to them or in which they are interested, viz. (local and personal), 7 George IV., chapter 103; 7 and 8 George IV., chapter 88; 10 George IV., chapter 107; 11 George IV., chapters 62 and 125; 1 and 2 William IV., chapter 58; 4 William IV., chapter 41; 1 Victoria, chapters 100, 116, 117, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapter 58; 3 Victoria, chapter 53; 3 and 4 Victoria, chapters 107 and 123; 4 Victoria, chapters 5 and 11; 6 and 7 Victoria, chapter 49; 7 Victoria, chapter 37; 7 and 8 Victoria, chapters 87 and 98; 8 and 9 Victoria, chapters 31, 83, 160, and 192; 9 and 10 Victoria, chapters 142, 143, 188, 201, 206, 229, 249, 257, 314, 329, 334, 379, and 395; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 82, 90, 95, 168, 169, 172, 183, and 237; 11 and 12 Victoria, chapters 73, 78, 121, and 148; 12 and 13 Victoria, chapters 67 and 90; 14 and 15 Victoria, chapters 99 and 134; and 16 and 17 Victoria, chapter 149; and also “The Edinburgh and Glasgow Railway Consolidation Act, 1852,” and the following Acts relating to the undertaking of the Edinburgh and Glasgow Railway Company, or to the stations at the North Bridge, Edinburgh, belonging to them, or in which they are interested, viz. (local and personal) 57 George III., chapter 56; 59 George III., chapter 29; 1 and 2 George IV., chapter 122; 4 George IV., chapter 18; 7 George IV., chapter 45; 4 and 5 Victoria, chapter 59; 6 and 7 Victoria, chapter 55; 7 and 8 Victoria, chapter 66; 8 and 9 Victoria, chapter 148; 9 and 10 Victoria, chapters 202 and 332; 10 and 11 Victoria, chapter 246; 11 and 12 Victoria, chapters 116, 127, and 160; 12

and 13 Victoria, chapters 39 and 86; and 16 and 17 Victoria, chapter 151.

And notice is further given, that copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December next.

Hope, Oliphant and Mackay,
Edinburgh.

Bannatynes and Kirkwood,
Glasgow.

Grahame, Weems and Grahame,
Westminster.

10th November, 1853.

Bradford, Wakefield, and Leeds Railway.

(To Incorporate a Company for making a Railway from the Leeds, Bradford, and Halifax Junction Railway, at Wortley, to Wakefield: Use of Leeds Central Railway Station and Stations at Wakefield, and Railways in connection therewith; and use of Leeds, Bradford, and Halifax Junction Railway: Arrangements with Great Northern, Lancashire and Yorkshire, and Leeds, Bradford, and Halifax Junction Railway Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company with power to make and maintain a railway, with suitable stations, works, conveniences, and accommodations connected therewith, to commence by a double junction with the Leeds, Bradford, and Halifax Junction Railway, now in course of construction—that is to say, by one junction therewith in the township of Armley, in the parish of Leeds, in the West Riding of Yorkshire, at or near to, and on the south-west side of a messuage called Wortley Lodge, in the occupation of Mrs. Mary Titley; and by another junction with the said Leeds, Bradford, and Halifax Junction Railway, in the township of Wortley, in the parish of Leeds, at or near to, and on the south-east side of the said messuage, near the place where the Leeds, Bradford, and Halifax Junction Railway will cross by a bridge the public road at Copley-hill, and extending from the said points of junction to, and so as to terminate at and make a junction with the Lancashire and Yorkshire Railway in the township of Wakefield, in the said riding, at a point one hundred and fifty yards or thereabouts, west of the place where the said Lancashire and Yorkshire Railway crosses by a bridge over Kirkgate, in Wakefield aforesaid, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, that is to say, Leeds, Rothwell, Batley, Woodkirk, West Ardsley, East Ardsley, Wakefield, Armley, Wortley, Beeston, Middleton, Morley, Thorpe, Lofthouse, Carlton, Lofthouse-with-Carlton, Stanley-cum-Wrenthorpe, and Alverthorpe-with-Thornes, all in the West Riding of the county of York.

And it is also proposed by the said intended Act to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said railway, stations, and other works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction of the said proposed railway, stations, and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties, for or in respect of the use of the said intended railway, stations, and works, and to confer such exemptions from the payment of such tolls, rates, and duties, as may be thought expedient.

And it is proposed to apply for powers in the said intended Act to stop up, divert, or alter, whether