

And it is also proposed, by the said intended Act, to empower the Stockton and Darlington Railway Company, to raise a further sum of money for all or any of the purposes aforesaid, and for the general purposes of their railway, by the creation of new shares, subject to the payment of dividends on any now existing preference or guaranteed shares in the Company, and of all rents for the time being payable by the Company, or otherwise to apply any part of their corporate funds for all or any of such purposes. And also to cancel certain shares in their capital stock, created, but not issued, and known as Stockton and Darlington preference B shares, and to agree with the holders of any issued Stockton and Darlington preference B shares, for the surrender thereof, or for altering the rights and privileges attached thereto, and to enable the said Company to create and issue new shares, in lieu of all or any of the said Stockton and Darlington preference B shares, whether issued or unissued, participating rateably with the ordinary shares of the Company, in the receipt of dividend. And also to alter the terms and conditions upon which certain other shares in the capital stock of the said Company, called Stockton and Darlington Preference A Shares, were created, and to assign to such shares a certain fixed rate of dividend, in lieu of the present fixed and contingent rate of dividend attached thereto.

And it is also proposed, by the said intended Act, to empower the Stockton and Darlington Railway Company, and the Middlesbrough and Redcar, and Wear Valley Railway Companies, or either of them, to enter into any arrangement or agreement whereby the rents payable to such two last mentioned Companies respectively, instead of being paid to them for division by them amongst their respective shareholders, shall be paid and distributed amongst such shareholders by the Stockton and Darlington Railway Company, in the proportions in which such shareholders respectively, may from time to time be entitled thereto. And for altering the period or respective periods at which such rents respectively are now payable.

And it is further proposed, by the said intended Act, to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them (that is to say), "The Stockton and Darlington Railway Act, 1854," "The Wear Valley Railway Act, 1845," "The Middlesbrough and Redcar Railway Act, 1845," and an Act passed in the session of Parliament, held in the 10th and 11th years of the reign of Her present Majesty, intituled "An Act for enabling the Wear Valley Railway Company to purchase or lease the Bishop Auckland and Weardale Railway, the Wear and Derwent Railway, the Weardale Extension Railway, and the Shildon Tunnel, and to raise an additional sum of money, and for other purposes," or otherwise to repeal all or some of the said Acts, and consolidate the powers and provisions thereof, and of the intended Act or some of them into one Act.

And notice is hereby also given, that on or before the 30th day of December next, printed copies of the intended Bill will be deposited in the private Bill Office of the House of Commons.

Dated the eighth day of November, 1854.

*Mewburn, Hutchinson & Mewburn.*

Bombay, Baroda, and Central India Railway Company.

(Incorporating and Conferring Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to incorporate a Company, established for the purpose of

No. 21630.

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acquiring and holding lands in the East Indies and Great Britain, and making, working, and maintaining railways in India, from Bombay to Agra and Central India, by way of Surat, Baroda, and Nee-much, and from Surat into Candeish and Berar, or such other railway or railways in India as may be resolved upon; and to enable the said Company to obtain and acquire all powers, rights, and privileges, from the supreme or any local Government of India necessary or convenient for the objects of the said undertaking; and to hold lands and acquire and work in India mines of coal, iron, and other minerals, as well as stone, lime, chalk, and other materials; and to enable the said Railway Company, or any officer thereof, and the Honourable East India Company, and any other body corporate or person in Great Britain and India to enter into and carry into effect any contracts with each other for the purposes of the said undertaking, and to confirm and carry out any contracts already made or agreed upon between them; and also to confer such other powers, rights, and privileges on the same Company as may be deemed necessary or convenient for the purposes of the said undertaking; and also powers and facilities for raising money for the purposes of the undertaking by the creation of stock and shares and by borrowing and otherwise; and for making, enforcing, and recovering calls, creating and transferring scrip and other shares, consolidating and converting shares into stock.

And it is intended by the said Bill to alter, modify, amend, and confirm the registered deed of settlement of the said Railway Company.

And notice is hereby also given, that printed copies of the proposed Bill will be deposited on or before the 30th day of December next, in the Private Bill Office of the House of Commons.

Dated this fifteenth day of November, 1854.

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Solicitors for the Bombay, Baroda, and  
Central Railway Company.

Grand Surrey Canal Company.

(Construction of New Entrance from the Thames and of New Docks, Ponds, and other Works; Alteration of Rotherhithe-street; Filling up King's Mill Stream; Tolls; Additional Capital; Sale, Lease, and Amalgamation Arrangements with Commercial Dock Company; Amendment of Acts of the two Companies, and other purposes.)

NOTICE is hereby given, that the Company of Proprietors of the Grand Surrey Canal (hereinafter called the Company) will apply to Parliament in the ensuing Session for an Act to enable them to construct and maintain the several new works hereinafter described (that is to say): Firstly, A cut entrance or lock from the River Thames to the present outer dock or basin of the Company, such cut, entrance, or lock commencing on the foreshore of the Thames, at a point between the outlet into the Thames of the King's Mill Stream and the present entrance lock of the said outer dock or basin, and terminating in the south-west arm of the said outer dock or basin, near the south-west side of the office of the Company, on the island lying within the said outer dock or basin. Secondly, The widening, raising, altering, and diverting of a certain street in the parish of Saint Mary, Rotherhithe, called Rotherhithe-street, commencing at or near the King's Mill, and terminating at or near the said present entrance to the present outer dock or basin of the Company, together with the construction of an opening bridge or bridges to carry such street over the intended new cut entrance or lock hereinbefore firstly described. Thirdly, The widening, deepening, extending, enlarging, and improving of the south-