

proposed new roads, and to make, improve, and maintain all necessary bridges, viaducts, culverts, and other works connected with the said proposed deviation, new roads and tramways, and to deviate from the line of the said proposed deviation and roads to the extent shown in the plans hereafter mentioned, and to cross, break up, alter, and stop up, either temporarily or permanently, any roads, railways, highways, footpaths, streams, and other works within the line of the said proposed deviation, roads, and tramways, and to purchase by compulsion or otherwise any lands or houses which may be required for the purposes of the same, and to vary or extinguish any rights or privileges connected with such lands or houses, or with the said highways to be made turnpike, or with any roads, railways, highways, footpaths, streams, and other property, or works which may be interfered with by the said proposed deviation roads and tramways.

And it is also proposed by the said intended Act to take powers to continue to levy on the roads authorised to be made and maintained by "The Wem and Bronygarth Roads Act, 1856," or some of them, the tolls authorised by that Act, or to alter such tolls, or some of them, and to levy other tolls in lieu thereof, and to vary the mode of levying and collecting tolls on the said roads, and to vary the application of the same, and also to levy tolls in respect of the use of the said proposed new roads, and of the said tramway or tramways, and to confer, vary, or extinguish exemptions from the payment of tolls, and to make all necessary provisions for the maintenance, repair, and improvement of the said several roads, tramway or tramways, and to enable the said trustees to borrow money for the formation of the said roads, tramway or tramways, on the credit of the tolls authorised by "The Wem and Bronygarth Roads Act, 1856," and to be authorised by the said intended Act, or either of them; and also to make all such other provisions as may be necessary for the regulation of the said road trust, and the application and appropriation of the revenue thereof; and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Act to enable the said trustees to enter into arrangements and agreements with any companies or persons in reference to the laying down, constructing, and maintaining the said tramway or tramways, or the road or roads, whereon the same are to be laid, or any of them, and to lease the same and the tolls leviable in respect of the said roads, tramway or tramways, or any of them, for such term of years and upon such terms and conditions as may be agreed upon, and to confer upon the said trustees all powers which may be necessary for carrying into effect such leases or arrangements and agreements as aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said intended deviation and new roads, together with a book of reference thereto, containing the names of the owners or reputed owners and lessees or reputed lessees and occupiers of the lands intended to be taken, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; and that on or before the said 30th day of November instant a copy of so much of the said plans and sections as relates to each of the parishes and districts before-mentioned, and a copy of the said Gazette notice will be deposited

with the parish clerk of each of such parish and district at his usual place of abode; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And printed copies of the said intended Bill will be deposited, on or before the 31st day of December next, in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1857.

Longueville, Williams and Jones, Oswestry,
Solicitors for the Bill.

Theodore Martin, 10, New Palace-yard,
Westminster, Parliamentary Agent.

In Parliament, Session 1858.

Lancashire, and Yorkshire, and East Lancashire
Railway Companies.

(Amalgamation; Amendment of Acts; Abandonment of East Lancashire Branch to the Burscough and Southport Railway; Arrangements with Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company.)

IT is intended to apply to Parliament next session, for leave to bring in a Bill to authorise the union and amalgamation of the East Lancashire Railway Company with the Lancashire and Yorkshire Railway Company, and the union and consolidation into one undertaking of the separate undertakings of the said two Companies so that the undertakings of the said two Companies, and all canals, lands, stations, and works belonging to or held by or for them respectively, or which may be acquired by or vested in them respectively during the next session of Parliament, and all their respective estates and interests in any lands, tenements, or hereditaments, railways, stations, canals, works, or other property held by them respectively in common with other Companies; and all other their respective property, estate, and effects, rights, interests, powers, and privileges, duties, and liabilities, of what nature or kind soever, may be vested in, and belong, and attach to, and be exercised and enjoyed by such united Company; such union and amalgamation to be upon the terms and conditions, and subject to the provisions and regulations which have been or may be agreed upon between the same Companies, or which may be provided for in the said Bill, or be prescribed by Parliament.

The said Bill will, amongst other things, declare and regulate the capital stock and borrowing powers of the United Company, and the rights, privileges, preferences, and priorities in the same capital of the proprietors of stock or shares in the said two Companies respectively:

And the said Bill will enable the said United Company to levy the same tolls, rates, and charges, as are now leviable by the said existing Companies, or either of them, or instead thereof to levy other tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, or some of them:

The said Bill will also repeal so much of "The East Lancashire and Lancashire and Yorkshire Railways Act, 1854," as in any manner authorises or requires the East Lancashire Railway Company to construct the railway in the township of Lathom and parish of Ormskirk, which is described in the said Act (sec. 3), as "commencing by a junction with the East Lancashire Railway, and terminating by a junction with the Manchester and Southport Railway near the spot where that railway will cross the turnpike-road at Burscough Bridge."

The Bill will amend the provisions of the Act