

Western Railway, at or near a point situate about 150 yards from the western mouth or face of the Brymbo tunnel, upon the same branch, and which said intended railway will be wholly situate in the parish of Wrexham, in the county of Denbigh.

To purchase and take lands, houses, and other property by compulsion or agreement, for the purposes of the said intended railway and works, and to vary, repeal, or extinguish all existing rights or privileges in any matter connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges, and to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, weirs, canals, streams and rivers, with which it may be necessary to interfere in the construction of the said intended railway and works.

To levy tolls, rates, and charges for, and in respect of the use of the said intended railway and works, and to grant exemptions from such tolls, rates, and charges.

To enable the Company to run over and to use with engines, carriages, waggons, and otherwise, so much of the Shrewsbury and Chester section of the Great Western Railway, as is situate between the point of junction of the said intended railway therewith, and the Wrexham station thereupon, including the said station, and all works connected therewith upon payment of such rates, charges, rent or other consideration as may be agreed on between the Company and the Great Western Railway Company, or as may be determined in manner to be provided by the said intended Act.

To enable the Great Western Railway Company to subscribe and contribute to and hold shares in "the Company."

To enable the Company to enter, into and carry into effect arrangements and agreements, with the Great Western Railway Company with respect to the working and use by that Company of the said intended railway and works, and with respect to the interchange of traffic passing over the respective railways of the said 2 Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the said 2 Companies, or either of them, to apply any portion of their income or capital to the purposes of any such arrangement or agreement, and so far as may be necessary for the purposes aforesaid, to alter, amend, extend, or enlarge the powers and provisions of the several Acts following, or some of them relating to, or

directly or indirectly affecting the Great Western Railway Company; that is to say: (local and personal) 5 and 6 William 4, cap. 107; 6, William 4, caps. 36, 38, 77, and 79; 1 Vict. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict. cap. 27; 3 Vict. cap. 47; 3 and 4 Vict. cap. 105; 4 and 5 Vict. cap. 41; 5 Vict. session 2, cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 and 8 Vict. caps. 68 and 99; 8 and 9 Vict. caps. 40, 42, 53, 115, 155, 156, 184, 188, 190 and 191; 9 Vict. cap. 14; 9 and 10 Vict. caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308; 313, 315, 326, 335, 337, 338, 369 and 402; 10 and 11 Vict. caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 155, 158, and 159; 12 and 13 Vict. caps. 6, 7, 55, and 85; 13 and 14 Vict. caps. 44, 98 and 110; 14 and 15 Vict. caps. 48, 74, 81 and 131; 15 and 16 Vict. caps. 117, 125, 133, 140, 145, 146, 147, 165 and 168; 16 and 17 Vict. caps. 121, 153, 175, and 212; 17 and 18 Vict. caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; the several Acts relating to the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies enumerated in the Schedule to the said Act, 17 and 18 Vict. cap. 222; 18 Vict. caps. 11, 59, 69, 102, and 139; 18 and 19 Vict. caps. 151, 171, 172, and 191; 19 and 20 Vict. caps. 109, 123, 132, 126, and 137; 22 and 23 Vict. caps. 1, 64, and 120; and 23 and 24 Vict. caps. 69, 11, and 196.

Duplicate plans and sections of the said intended Railway and Works, together with books of reference thereto, with a published map shewing the general course and direction of the said proposed railway and works, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin, in the same county, and a copy of the said plan, section and book of reference, and Gazette notice will be deposited on or before the same date, with the parish clerk of the parish of Wrexham, at his residence.

On or before the 23rd 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 8th day of November, 1860.

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

Theodore Martin, 10, New Palace Yard,
Westminster, Parliamentary Agent.

RETURN of the Aggregate Average Amount of the LIABILITIES and ASSETS of the BANK of AUSTRALASIA, as well in England as in the Australasian Colonies, from the 11th day of October, 1859, to the 16th day of April, 1860.

(Published pursuant to the Royal Charter of Incorporation.)

	£	s.	d.		£	s.	d.
Bills in Circulation, not bearing Interest	497,069	2	7	Coin and Bullion	816,075	10	0
Notes in Circulation, not bearing Interest	520,426	15	5	Landed Property of the Corporation	153,801	2	5
Bills and Notes in Circulation, bearing Interest	—	—	—	Bills of other Banks	—	—	—
Balances due to other Banks	—	—	—	Balances due from other Banks	—	—	—
Cash deposited, not bearing Interest	868,909	0	8	Debts due to the Corporation, including Notes, Bills, and Government Securities	3,806,740	2	4
Cash deposited, bearing Interest	1,513,593	16	7				
Total Liabilities of the Corporation	£3,399,998	15	3	Total Assets of the Corporation	£4,776,616	14	9

London, 15th November, 1860.

Wm. Milliken, Secretary.

Arthur. A. Rasch, Chairman.