

(Transfer) Act, 1866" (29 and 30 Vict. cap. 162), as relate to the said extension, and as grant to the two Companies power to construct the same, or to raise money for the purposes thereof, or as impose on them any conditions, duties, or obligations, with relation to the said extension.

3. To enable the two Companies severally to raise additional capital, in such proportions as the Bill shall define, for the construction and maintenance of the Westgate Station at Wakefield, and for the acquisition of lands for the purposes thereof; and to vest the said station, or any part thereof, absolutely in the said two Companies, in such proportions, and upon such conditions, as the said Bill shall also define; to enable the two Companies to appoint a Joint Committee for the construction, maintenance, and management of the said station, and to enable the Midland Railway Company to nominate members on the said Committee, and to take part in such maintenance and management; and to extend to the said additional capital the stipulations of any agreement now subsisting with relation to the said station, or the capital to be raised for the purposes thereof; and to enable the two Companies to attach to the said capital any preference or priority of dividend or interest over the ordinary capital or stock of the said two Companies respectively.

4. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the West Riding and Grimsby Railway Company; namely, 25 and 26 Vict., cap. 211; 27 and 28 Vict., cap. 91; 28 and 29 Vict., caps. 259 and 321; and the 29 and 30 Vict., cap. 162; also, the 9 and 10 Vict., cap. 71, and any other Acts relating to the Great Northern Railway Company; the 11 and 12 Vict., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; and also the 7 and 8 Vict., caps. 18 and 59, and any other Acts relating to the Midland Railway Company.

5. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 6th day of November, 1866.

*Johnston, Farquhar, and Leech;*

*J. R. Lingard;*

Solicitors for the Bill.

In Parliament—Session 1867.

Fosdyke Bridge.

(Dissolution of Company of Proprietors and Commissioners; Repeal of Act and of power to levy Tolls; Transfer of Bridge and Approaches (free from all charges) to the County, and of Roads and Ways to Local Authorities; Provisions affecting County, and Highway, and other Local Rates, and Company's Creditors.)

**A** PPLICATION is intended to be made to Parliament next session for an Act to repeal the (Local) Act. 51 Geo. 3 (1811), cap. 71, intituled "An Act for repealing so much of an Act of his present Majesty as relates to making a public way over Fosdyke Wash, in the county of Lincoln, and for granting further powers for building a Bridge over the said Wash," and to

No. 23189.

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dissolve the Company of Proprietors of the Fosdyke Bridge, and the body of commissioners respectively established by that Act.

To vest the said bridge, and the roads, ways, and approaches belonging to the said Company (free from the mortgages charged thereon), and other the property of the said Company, in the justices of the peace for the county of Lincoln, or other the persons or body in whom county bridges in the parts of Holland, in the said county, are now vested; and to declare the said bridge a county bridge, and to vest so much of the said roads, ways, approaches, banks and property as shall not be vested in the said justices, persons, or body (free as aforesaid), in the respective district highway board, or other local authority, having the control of public roads in the parish or place where such roads, ways, approaches, banks, and property are situate, and to provide for the future repair and maintenance of the said bridge, roads, ways, approaches, and banks by the justices, persons, or body, board, or local authority, in whom the same shall be so vested respectively, and for the application of their respective funds, rates and revenues, and to confer powers for raising money for that purpose, and for other the purposes of the intended Act; and to provide for payment of the costs of the intended Act by them, or some of them, out of such funds, rates, or revenues, and money, and to give them respectively further powers of raising money for the purposes aforesaid, and so far as may be necessary for the purpose of the intended Act, to vary the rates now levied, and to levy new rates in the said county of Lincoln, and in the parishes of Fosdyke and Moulton, in the parts of Holland, in the said county of Lincoln, or one of them, in which parishes, or one of them, the said bridge, roads, ways, approaches, and banks are situate.

To authorize compositions or other arrangements for the extinguishment of the mortgages charged on the said bridge, roads, ways, approaches, banks, and property, or on the bridge tolls.

To reduce or abolish altogether, or in part, the tolls by the said existing Act authorized to be taken, or some of them, and to confer exemptions from the payment of such of them as shall not be abolished.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 22nd day of December next.—Dated this 12th day of November, 1866.

*F. T. White, Boston, Solicitor for the Bill.*

In Parliament—Session 1867.

Hoylake Railway.

(Chester Extension.)

Extension to Chester; Compulsory Purchase of Lands; Tolls; Additional Capital; Power to enter into Traffic Arrangements with the Great Northern, The Midland and Manchester, Sheffield and Lincolnshire Railway Companies; Arrangements with Mersey Docks and Harbour Board and Wallasey Local Board as to Seacombe Ferry; Extension of Time for Purchase of Lands and Completion of Works; Amendment of Acts; and other purposes.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to