

any of the shares in the first-mentioned Company upon such terms and conditions as shall be specified in the said Bill, or be determined by Parliament, and in lieu thereof to grant other shares in the Company, or in the Company so to be incorporated, and to attach to any of such new or substituted shares, any preference or priority in the payment of dividends or otherwise as shall be defined in the said Bill, and to divide the shares in the Company, or in the Company so to be incorporated, into different classes, and to attach to such classes such preferences or advantages as shall be provided for by the said Bill, and to make other provision for defining and regulating the capital of the Company, or the Company so to be incorporated.

4. To enable the Company, or the Company so to be incorporated, or either of them, and the directors, shareholders, and creditors of the first-mentioned Company, and the liquidator appointed by that Company for winding up the affairs thereof, and all other necessary parties to enter into contracts and agreements for carrying into full and complete effect all or any of the objects and purposes of the intended Act, and to confirm any agreements already entered into in reference thereto.

5. To dissolve the Company, and to re-incorporate the members and shareholders therein, under their present or some other corporate name or title, and to repeal or annul the memorandum of association and articles of association of the Company, and to confer upon the Company, or the newly-incorporated Company, all such powers and provisions as may be necessary for the carrying into full and complete effect the objects and purposes of the proposed Act; and the several purposes for which the Company was incorporated, and so far as may be necessary to vary the rights, powers, and privileges of the existing shareholders and members of the Company, and the first-mentioned Company, and of all parties who may be affected by the arrangements aforesaid.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22nd day of December next.

Dated this 29th day of November, 1866.

Ashurst, Morris, and Co., 6, Old Jewry,
Solicitors for the Bill.
Wyatt and Metcalfe, 28, Parliament-
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Southsea Railway.

(Incorporation of Company, Construction of Railways or Tramways, Running Powers over Railway of the London and South-Western, and the London, Brighton, and South-Coast Railway Companies; Powers to, and provisions affecting those Companies.)

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to confer upon them powers for effecting the objects hereinafter-mentioned, or some of them, viz. —

To make and maintain the following railways or tramways, with stations, approaches, and other works and conveniences (all in Southsea township, in Portsea parish, in the county of Southampton), viz. :—

A railway or tramway (No. 1), commencing by a junction with the railway (hereinafter called "The Joint Line,") belonging to the London and South-Western and the London, Brighton, and

South-Coast Railway Companies (hereinafter called "The Two Companies,") or one of them, at or near and on the south side of the bridge called Union-bridge, which carries St. Mary's road (leading from Milton to Fratton), over that railway and terminating at East-Southsea, otherwise New Southsea, in a plot of land adjoining the Granada Arms public-house, and occupied by Charles Ayling, and lying on the north side of Granada-road, at or near its junction with Waverley-road.

A railway or tramway (No. 2), commencing by a junction with the Joint Line at or near and on the east side of the bridge called Fratton Bridge, which carries Fratton-road (leading from Fratton to Southsea), over that railway and terminating by a junction with the intended railway or tramway No. 1, in the south-west corner of an arable field numbered 846 on the title commutation map of Portsea parish, and situate at the east end of the private or accommodation road leading out of Jews' road, otherwise Jews' lane, and known as Emery's lane, which field is occupied by Robert Fry Jolliffe.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, highways, streams, pipes, drains, sewers, bridges, railways, and tramroads, within the said parish.

To purchase and take by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railways or tramways and works, and of the Bill.

To levy tolls, rates, and duties upon or in respect of the intended railways or tramways and works, and the Joint Line, and the stations and works belonging thereto, and to alter the tolls, rates, and duties now authorised to be taken on the Joint Line, and to confer exemptions from the payment of such tolls, rates, and duties.

And it is intended to effect by the Bill the objects or some of the objects following, viz. —

To empower the Company, and all other Companies or persons using the intended railways or tramways and works, or any part thereof, to run over, work, and use with their engines, carriages, and servants, and for traffic of all kinds, and upon payments, terms, and conditions to be defined by the Bill, or to be (failing agreement) determined compulsorily, by arbitration, or otherwise, so much of the Joint Line as lies between the intended junction therewith, as hereinafter described, of the intended railway or tramway No. 1, and the station at Landport of the two Companies, and also so much thereof as lies between the junction therewith, as hereinafter described, of the intended railway or tramway No. 2, and that station, together with that station, together with all stations, platforms, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, signal posts, machinery, works, and conveniences, on or connected, or used with the said portions of the Joint Line, and with power to levy tolls, rates, and charges for traffic conveyed by them thereon, and provision will be made for compelling the two Companies to afford and render all requisite facilities and services for such user; and (if deemed expedient by the Company) similar powers may be given by the Bill to the two Companies, or one of them, of running over and using the intended railways or tramways and works.

To empower the two Companies, or either of them, and the Company to enter into and carry into effect arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting Com-