

and the Corporation of the Borough of Neath to make agreements with respect to the construction and alteration of streets, sewers, drains, and other works, and the payments to be made by either of the parties towards the construction and maintenance of any such street, sewer, drain, and other works:

The Bill will amend and enlarge, alter or repeal (so far as may be necessary to carry out the objects thereof), the powers and provisions, or some of the powers and provisions, of the several Acts of Parliament hereinafter enumerated, or any of them (that is to say):—5 and 6 William IV, chapter 107, and any other Acts relating to the Great Western Railway Company; 17 Vict. cap. 197, and any other Acts relating to the South Wales Mineral Railway Company; 25 and 26 Vict. cap. 193, and any other Acts relating to the Neath and Brecon Railway Company; and 31 George III, chapter 85, and any other Act relating to the Neath Canal Navigation:

The Bill will incorporate with itself the necessary provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; the Commissioners Clauses Act, 1847; and the Harbours, Docks, and Piers Clauses Act, 1847:

Maps, plans, and sections showing the line, situation, and levels of the intended works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection with the clerk of the peace for the county of Glamorgan, at his office at Cardiff, on or before the 30th day of November, 1872; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places in which the said intended works will be made, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection, in the case of each such parish with the parish clerk thereof at his dwelling-house, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his dwelling-house:

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 7th day of November, 1872.

*James Kempthorne*, Solicitor, Neath, Clerk to the Commissioners.

*William Bell*, 27, Great George Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1873.

Sheffield and Midland Railway Companies' Committee.

(Alteration of Levels of the authorized Manchester and Stockport Railway; Power to make Railway from Runcorn to Helsby and Branch Railway in Helsby; Consequential Powers as to Compulsory Purchase of Lands; Tolls, &c.; Additional Capital; Running Powers over Railway from Helsby to Birkenhead; Use of Stations, &c.; Amendment of Acts, and other purposes.)

NOTICE 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 pass an Act for all, or some of the following, among other purposes:—

To authorize the Sheffield and Midland Railway Companies' Committee (hereinafter called "the Committee") to alter the levels of that portion of Railway No. 2 authorized by The Manchester and Stockport Railway Act, 1866,

No. 23922.

G

as according to the deposited plans referred to in that Act would be made and situate between the point of junction of the said authorized Railway No. 2 with the authorized Railway No. 1 in and as shown on the deposited plans referred to in that Act, and a point on the said authorized Railway No. 2, where the same crosses the public highway, No. 206 on the said deposited plans, in the parish of Stockport, in the county of Chester, and which alteration of levels will be made wholly in the said parish of Stockport.

To make and maintain the railways following, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A Railway No. 1 commencing in the parish of Runcorn, in the county of Chester, by a junction with the branch railway leading from the London and North Western Railway to the Docks at Runcorn, late belonging to the Trustees of the late Duke of Bridgewater, at a point on that branch railway distant 66 yards or thereabouts measured in an easterly direction along the centre line thereof from the centre of the bridge carrying that branch railway over the Runcorn and Weston Canal, and terminating in the parish of Thornton-in-the-Moors, in the county of Chester, by a junction with the branch railway leading from Hooton to Helsby at a point on that railway 33 yards or thereabouts distant from the junction with that railway of the West Cheshire Railway, belonging to the Cheshire Lines Committee, measured in a westerly direction from the said last-named junction along the centre line of the said railway from Hooton to Helsby; and which intended Railway No. 1 will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, namely:—Runcorn, Weston, Clifton or Rock Savage, Frodsham, Frodsham Lordship, Helsby, Eiton, Hapsford, Thornton-in-the Moors, Sutton, Overton and Netherton, all in the county of Chester.

A Railway No. 2 commencing in the township of Helsby, in the parish of Frodsham, in the county of Chester, by a junction with the intended Railway No. 1 at a point in a field belonging to Joseph Janion, and in the occupation of William Collier, called the Blake Field or Bridge Field, and which point is distant 42 yards or thereabouts from the centre line of the Birkenhead Railway, measured in a northerly direction and at right angles with that railway, from a point on that railway distant 43½ chains or thereabouts, measured in a north-easterly direction along that railway from the junction at or near the Helsby Station of the branch railway leading from Hooton to Helsby with the said Birkenhead Railway, and terminating by a junction with the West Cheshire Railway, in the township of Helsby, in the said parish of Frodsham, at a point on the said West Cheshire Railway distant 5 chains or thereabouts measured in a northerly direction along the centre line of that railway from the centre of the bridge carrying the road from Frodsham to Chester over that railway; and which said intended Railway No. 2 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, namely, Frodsham, and Helsby, both in the county of Chester.

To stop up, alter, or divert, whether tempo-