

Board of Trade, or some other body to be prescribed by the intended Act, and to authorise and empower such Arbitrator to prescribe, determine, define, and regulate the rights and priorities as between themselves of such debenture and debenture stockholders and shareholders and classes respectively, and the payments to be made to each or any of them.

17. To make provision for payment of the costs, charges, and expenses of or incidental to any such sale or lease, and of the applying for obtaining and passing of the proposed Act.

18. To effect or to provide for the effecting of all or any of the objects specified in this notice either by the Bill itself or by conferring and imposing additional powers and duties upon the said Chancery Division or some Judge thereof, or partly by the one mode and partly by the other.

19. To provide, if thought necessary or expedient, for the dissolution and for the winding up of the affairs of the Company.

20. The Bill will alter or extinguish any existing rights or provisions which would interfere with the objects thereof, and confer all other usual and necessary rights and privileges.

21. The Bill will rescind, modify, or rectify an agreement made between the Company and the Mid-Wales Railway Company, and the Swansea and Aberystwith Junction Railway Company, dated 28th October, 1864, so far as necessary to effectuate the above purposes, and it will also amend or repeal all or some of the powers and provisions of the following local and personal Acts, viz.: 23 and 24 Vic., cap. 175; 24 and 25 Vic., cap. 150; 28 and 29 Vic., cap. 305; 36 Vic., cap. 8; 39 Vic., cap. 9; and of all other Acts relating to the Company, "The Mid-Wales Railway Act, 1859;" "The Mid-Wales Railway (Extensions Act), 1860;" "The Mid-Wales Railway Act, 1861;" "The Mid-Wales Railway (Deviations, &c.) Act, 1862;" "The Llanidloes and Newtown (Mid-Wales and Manchester and Milford) Railway Act, 1862;" "The Mid-Wales Railway (Llangurig Branch) Act, 1863;" "The Mid-Wales Railway Act, 1864;" "The Mid-Wales Railway (Western Extension Act), 1865;" and of all other Acts relating to the Mid-Wales Railway Company; 24 and 25 Vic., cap. 181; 25 and 26 Vic., caps. 176 and 212; 26 and 27 Vic., caps. 141 and 179; 27 and 28 Vic., caps. 97, 147, 161, 262, and 263, and of all other Acts relating to the Cambrian Railways Company or their undertaking.

22. 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 11th day of November, 1881.

Thomas White and Sons, 11, Bedford-row,
London, Solicitors.

William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1882.

Hounslow and Metropolitan Railway.
Twickenham Extension.

(Railways from Hounslow to Twickenham and Branches; Compulsory Purchase of Lands; Power to levy Tolls and Rates; Working Traffic and other Arrangements with the Metropolitan District and London and South Western Railway Companies; Running Powers over portion of London and South Western Railway; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Hounslow and Metropolitan Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament, in the ensuing Session, for

leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To authorise the Company to make and maintain the following railways, or some or one of them, or some part or parts thereof respectively, together with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):—

Railway No. 1.—Commencing in the parish of Heston by a junction with the authorised Hounslow and Metropolitan Railway, now in course of construction, at a point thereon 140 yards, or thereabouts, measured in a southerly direction along that railway from the bridge carrying that railway over the road leading from Lampton to Spring-grove, and terminating in the parish of Twickenham, on the north side of the road leading from Twickenham to Hampton, known as Heath-road, at or near a point 150 yards, or thereabouts, measured in a westerly direction along that road from the road known as Clifden-road.

Railway No. 2, commencing in the parish of Twickenham, at the termination of the intended Railway No. 1, and terminating in the same parish by a junction with the branch of the London and South Western Railway leading from Twickenham to Kingston at a point 110 yards, or thereabouts, measured in a northerly direction along that railway from the north end of the platform of Strawberry Hill Station of that railway.

Railway No. 3.—Commencing in the parish of Isleworth by a junction with Railway No. 1 at a point in the drill-yard of the buildings known as the Militia Barracks, Hounslow, 30 yards, or thereabouts, measured in a northerly direction from the southern wall of the said drill-yard, and 40 yards, or thereabouts, measured in an easterly direction from the western boundary of the said drill-yard, and terminating in that parish by a junction with the Hounslow Loop-line of the London and South Western Railway at or near a point 750 yards, or thereabouts, measured in a north-easterly direction along that railway from the passenger booking-office of the Hounslow and Whetton Station on that railway.

The above railways will be wholly in the county of Middlesex, and will pass in from, through, or into the parishes, townships, or places of Heston, Isleworth, and Twickenham, or some of them.

To authorise the Company to purchase, by compulsion or otherwise, all or any lands, houses, and property, for the purpose of the intended railways and works, in any of the before-mentioned parishes, townships, and places.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes, townships, and extra-parochial and other places aforesaid, or some of