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*Church Commissioners' Office,
November 27, 1844.*

THE following is a copy of an Order of Her Majesty in Council, assigning districts, under the 16th section of the 59th Geo. 3, cap. 134, to Saint James's Chapel, Wardleworth; Saint Mary's Chapel, Wardleworth; Saint Clement's Chapel, at Spotland; Saint John's Chapel, Small Bridge; Saint Bartholomew's Chapel, at Whitworth; Saint Thomas's Chapel, at Friar Mere; Trinity Chapel, at Dobcross; and Saint Anne's Chapel, at Lydgate, all in the parish of Rochdale, in the counties of Lancaster and York:

At the Court at Buckingham-Palace, the 23d of May 1844, present, the Queen's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the fifty-eighth year of the reign of His late Majesty King George the Third, intituled "An Act for building, and promoting the building, of additional churches in populous parishes," it is, amongst other things, enacted, "that in every case in which the Commissioners appointed for carrying into execution the purposes of the said Act shall be of opinion that it will be expedient to divide any parish into two or more distinct and separate parishes, for all ecclesiastical purposes whatever, it shall be lawful for the said Commissioners, with the consent of the bishop of the diocese in which such parish is locally situated, signified under his hand and seal, to apply to the patron or patrons of the church of such parish for his consent to make such division, and for such patron or patrons to signify his or their consent thereto under his hand and seal; and the said Commissioners shall, upon the consent of the said patron or patrons so signified, represent the whole matter to His Majesty in Council, and shall state in such representation the bounds by which it is proposed, with such consent as aforesaid, to divide such parish, together with the relative and respective proportions of glebe land, tithes, moduses, or other endowments which will by such division arise and accrue, and remain and be, within each of

such respective divisions, and also the relative proportions of the estimated amount of the value or produce of fees; oblations, offerings, or other ecclesiastical dues or profits which may arise and accrue within each of such respective divisions; and if, thereupon, His Majesty in Council shall think fit to direct such division to be made, such Order of His Majesty in Council shall be valid and good in law for the purpose of effecting such division; provided always, that no such division of any parish into distinct parishes shall completely take effect until after the death, resignation, or other avoidance of the existing incumbent of the parish to be divided;" and it is by the twenty-first section of the said Act further enacted, "that in any case in which the said Commissioners shall be of opinion that it is not expedient to divide any populous parish, or extra parochial place, into such complete, separate, and distinct parishes as aforesaid, but that it is expedient to divide the same into such ecclesiastical districts as they, with the consent of the bishop, signified under his hand and seal, may deem necessary for the purpose of affording accommodation for the attending divine service, according to the rites of the United Church of England and Ireland; to persons residing therein, in the churches or parochial chapels already built, or in additional churches or chapels to be built therein, and as may appear to such Commissioners to be convenient for the enabling the spiritual person or persons who may serve such churches or chapels to perform all ecclesiastical duties within the districts attached to such respective churches and chapels, and for the due ecclesiastical superintendence of such district, and the preservation and improvement of the religious and moral habits of the persons residing therein, the said Commissioners shall represent such opinion to His Majesty in Council, and shall state in such representation the bounds by which such districts are proposed to be described; and if, thereupon, His Majesty in Council shall think fit to direct such division to be made, such Order of His Majesty in Council shall be valid and good in law for the purpose of effecting such division:"

And whereas by an Act, passed in the fifty-ninth year of His late Majesty King George the Third, intituled "An Act to amend and render more effectual an Act, passed in the last session of Parliament, for building, and promoting the building, of additional churches in populous parishes," it is, amongst other things, enacted, "that it shall be lawful for the Commissioners, in the same manner and with the like consents as are required in case of division into ecclesiastical districts under the said hereinbefore recited Act, or the said Act now in recital, to assign a particular district to any chapel of ease or parochial chapel already existing, or to any chapel built, or which might hereafter be built or acquired under the powers of the said former Act, or the said Act now in recital; and such district shall be under the immediate care of the curate appointed to serve such chapel, but subject, nevertheless, to the superintendence and controul of the incumbent of the parish church; and all such curates shall be nominated by the incumbent of the parish to the bishop for his licence, except where the right of nomination shall already be legally vested in any other person or persons, and in every such case by the person or persons possessing such right of nomination, subject to all the laws in force relating to stipendiary curates, except as to the assigning of salaries to such curates; provided always, that it shall be lawful for the Commissioners, with the consent of the bishop of the diocese, to determine whether any and what part or proportion of the fees or dues for marriages, baptisms, churchings, and burials shall be assigned to any such curate, and whether banns of marriage shall be published, and marriages or baptisms, churchings or burials, shall be solemnized or performed in any such chapel or not; and in any case in which marriages shall be allowed in any such chapel, the Commissioners shall cause the boundaries of the district assigned to such chapel to be enrolled in the High Court of Chancery, and in the office of the Registry of the diocese, any thing in the said recited Act to the contrary notwithstanding; and no such chapelry shall become a benefice by reason of any augmentation of the maintenance of the curate, by any grant or bounty under the provision of any Act or Acts of Parliament, or law or laws, for augmenting small livings, any thing in such Act or Acts of Parliament, or law or laws, to the contrary notwithstanding."

And whereas by another Act, passed in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act to amend the Acts for building, and promoting the building, of additional churches in populous parishes;" and by another Act, made and passed in the first and second years of His late Majesty King William the Fourth, intituled "An Act to amend and render more effectual an Act, passed in the seventh and eighth years of the reign of His late Majesty, intituled 'An Act to amend the Acts for building, and promoting the building, of additional churches in populous parishes,'" and also by another Act, made and passed in the second and third years of His said late Majesty, intituled "An Act to render more effectual an

Act, passed in the fifty-ninth year of His late Majesty King George the Third, intituled 'An Act to amend and render more effectual an Act, passed in the last session of Parliament, for building, and promoting the building, of additional churches in populous parishes;" further provisions are made for carrying such divisions into effect:

And whereas the said Commissioners have made a representation to Her Majesty in Council, bearing date the eighteenth day of April one thousand eight hundred and forty-four, in the words following, viz.

"Your Majesty's Commissioners for building new churches, appointed by virtue of an Act, passed in the fifty-eighth year of the reign of His Majesty King George the Third, intituled "An Act for building, and promoting the building, of additional churches in populous parishes;" continued by an Act, passed in the session of Parliament holden in the seventh and eighth years of the reign of His Majesty King George the Fourth, intituled "An Act to amend the Acts for building, and promoting the building, of additional churches in populous parishes;" and further continued by an Act, passed in the first year of your Majesty's reign, intituled "An Act to prolong, for ten years, Her Majesty's Commission for building new churches;" beg leave humbly to represent to your Majesty, that, having taken into consideration all the circumstances attending the parish of Rochdale, in the counties of Lancaster and York, and in the diocese of Chester, it appears to them to be expedient, that particular districts should be assigned, under the provisions of the sixteenth section of an Act, passed in the fifty-ninth year of the reign of His Majesty King George the Third, intituled "An Act to amend and render more effectual an Act, passed in the last session of Parliament, for building, and promoting the building, of additional churches in populous parishes," to the following churches or chapels, all which are situate in the said parish of Rochdale (that is to say), "Saint James's Chapel, Wardleworth;" "Saint Mary's Chapel, Wardleworth;" "Saint Clement's Chapel, at Spotland;" "Saint John's Chapel, Small Bridge, otherwise Wuerdale;" "Saint Bartholomew's Chapel, at Whitworth;" "Saint Thomas's Chapel, at Friar Mere;" "Trinity Chapel, at Dobercross;" and "Saint Anne's Chapel, at Lydgate;" and that such districts should be respectively named, "The Chapelry District of Saint James, Wardleworth;" "The Chapelry District of Saint Mary, Wardleworth;" "The Chapelry District of Saint Clement, Spotland;" "The Chapelry District of Saint John, Small Bridge;" "The Chapelry District of Whitworth;" "The Chapelry District of Saint Thomas, Friar Mere;" "The Chapelry District of the Holy Trinity, Dobercross;" and "The Chapelry District of Saint Anne, Lydgate;" with boundaries as follow:

"The chapelry district of Saint James, Wardleworth, is to consist of that part of the township of Wardleworth which lies on the east side of the centre of the Whitworth-road and John-street, and is bounded, from the Whitworth-road to

Stoney Heys, by the chapelry district of Saint Clement; on the east and north east by the chapelry district of Saint John, Small Bridge; on the south by the river Roach; and on the west by the aforesaid Whitworth-road and John-street, as shewn on the map, and thereon coloured buff:

" The chapelry district of Saint Mary, Wardleworth, which lies on the west side of the centre of Whitworth-road and John-street, and is bounded on the north by the chapelry district of Saint Clement; east, by the said Whitworth-road and John-street; south, by the river Roach, to the bridge, near Old Market-place; west, by the centre of Old Market-place, Blackwater-street, and Toad-lane, to Saint Mary's-gate, where it adjoins and abutts on the chapelry district of Saint Clement, as shewn on the map, and thereon coloured brown:

" The chapelry district of Saint Clement is to consist of that part of the township of Spotland which lies to the south of the chapelry of Whitworth, and is bounded on the north by the said chapelry of Whitworth, from which it is divided, by an imaginary line drawn from Cheesden-pasture, on the west, to Lobden-moor, on the east, where it adjoins the chapelry district of Saint John's, Small Bridge; and then proceeds, south, to a place called Stoney Heys, where it adjoins and abutts on the chapelry district of Saint James, Wardeworth; along the boundary of which chapelry, and that of Saint Mary's, Wardleworth, it proceeds, in a westerly and southerly direction, to the corner of Saint Mary's-gate, where it adjoins the portion of the township of Spotland not assigned to the chapelry district of Saint Clement, Spotland, and coloured yellow in the map; then, along the centre of Saint Mary's-gate and College-street, to the river Roach, by which it is bounded, on the south, to the west of Tyrone's-bed, and on the west by the townships of Birtle cum Bamford, Ashworth, and Walmersley and Shuttleworth, all in the parishes of Bury and Middleton, to the west corner of Cheesden-pasture, as shewn on the map, and thereon coloured blue:

" The chapelry district of Saint John, Small Bridge, is to consist of part of the township of Wuerdale and Wardle, and is bounded on the east by the ancient chapelries of Todmorden and Butterworth; on the south, by the river Roach and the ancient chapelry of Milnrow, to a small rivulet called Heybrook; on the west and south west, by the chapelry district of Saint James, to a place called Stoney Heys, where it abutts on the west to the chapelry district of Saint Clement, as far as Lobden-moor; from whence it abutts on the chapelry district of Whitworth, to a point above Knowsley, joining its easterly boundary as before described, as shewn on the map, and thereon coloured purple:

" The chapelry district of Whitworth is to consist of those parts of the townships of Spotland and Wardle which are called the chapelry of Whitworth, and have been received as such since the Commonwealth, and is bounded on the north by Higher and Lower Brandwood, being parts of the

township of Spotland now included in the districts assigned to Saint John's Church, Bacup, and Trinity Church, Tunstead; east, by part of Howroyd-moor and Inchfield-pasture, to a point above Knowsley, where it adjoins the chapelry district of Saint John, Small Bridge, and then along the boundary of such last-mentioned chapelry, running south past Hades to Wardle Fold; thence in a westerly direction over Lobden-moor to the north east point of the chapelry district of Saint Clement, to which it abutts, on the south to the westerly corner of Cheesden-pasture, and on the west by the townships of Shuttleworth and Tottington Higher-end, in the parish of Bury, till it meets the north boundary, near Intack, as before described, as shewn on the map, and thereon coloured pink:

" The chapelry district of Saint Thomas, Friar Mere, embraces the whole of the ancient district of Friar Mere, for which an overseer is appointed annually, and that part of Lord's Mere on the northerly side of the Huddersfield turnpike road, including the village of Delph up to Knotthill-lane, the same being bounded on the north and north west by the township of Butterworth, in the parish of Rochdale; on the north east and east by the chapelry of Marsden, in the parish of Huddersfield; on the south by a line drawn in the middle of the Huddersfield turnpike road, from the point where the said road enters the parish of Rochdale from the chapelry of Marsden, in the said parish of Huddersfield, to New Delph; whence the boundary proceeds in a north westerly direction by a footpath, at the back of the Crown Inn, to a place called Knotthill-lane, up that lane to Knotthill; and thence in a westerly direction along the boundary that divides the townships of Friar Mere and Quick Mere, as far as the parish of Oldham, which forms the western and south western boundary, as shewn by the map, and thereon coloured yellow:

" The chapelry district of the Holy Trinity, Dobcross, is to consist of portions of the ancient districts of Lords Mere and Shaw Mere, the boundary thereof commencing at a place called Brown-hill-bridge, thence proceeding to Woolroad, and from thence in a north easterly direction, taking the rivulet as the boundary, to a point where it meets the Huddersfield turnpike road, turning backward in a westerly direction along the middle of such road to a place called Old Hey; then down the middle of the Wakefield and Austerlands turnpike road to New Delph, proceeding thence in a north westerly direction by a footpath, at the back of the Crown Inn, to a place called Knott-hill-lane, and taking as the boundary, on the northern side, the ancient boundary of Friar Mere; on the western side of the ancient boundary of Quick Mere, to a place called Wickens Clough, on the south of Burnedge-bent; and from thence, in an easterly and north easterly direction, to a place called Den, including Dunge-booth, to Brownhil-bridge, where the boundary commenced, as is more particularly shewn by the map, and thereon coloured green:

" The chapelry district of Saint Anne's, Lydgate, embraces the whole of the ancient district known by the name of Quick Mere, and for which

an overseer is appointed annually, the same being bounded on the north by the above-mentioned chapelry district of Saint Thomas, Friar Mere; on the north west by the parish of Oldham; on the west and south by the parish of Ashton-under-Lyne; on the south east by the parochial chapelry of Saddleworth; and on the north east by the before-mentioned chapelry district of the Holy Trinity, Dobcross, as shewn by the map, and thereon coloured grey:

"That marriages, baptisms, churchings, and burials should be solemnized and performed in each of the eight above-mentioned chapels; and that the fees arising therefrom should, in the chapelry district of Saint James, Wardlewrth, as directed by the local Act relating to that chapel, be paid in equal moities to the Vicar of the parish and the Minister of the said chapel; and those in the chapelry districts of Saint Mary, Wardleworth; Saint Clement, Spotland; Saint John, Small Bridge; Saint Bartholomew, Whitworth; Saint Thomas, Friar Mere; the Holy Trinity, Dobcross; and Saint Anne, Lydgate, should be received by and belong to the respective Ministers of the said seven last-mentioned chapels:

"That the consent of the Lord Bishop of Chester has been obtained thereto, as required by the above-mentioned section of the said Act, passed in the fifty-ninth year of the reign of His Majesty King George the Third; in testimony whereof, the said Lord Bishop has signed and sealed this present instrument:

"Your Majesty's Commissioners, therefore, beg leave to lay before your Majesty the before-mentioned circumstances, and humbly pray that your Majesty will be graciously pleased to take the premises into your royal consideration, and to make such order in respect thereto as to your Majesty in your royal wisdom shall seem meet."

Her Majesty, having taken the said representation, together with the map thereunto annexed, into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and to order, as it is hereby ordered, that the proposed assignments be accordingly made, and the recommendations of the said Commissioners, in respect of the solemnization of marriages, baptisms, churchings, and burials, and the fees arising therefrom, be carried into effect, agreeably to the provisions of the said Acts.

Wm. L. Bathurst.

Borough of Devonport Gas and Coke Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to incorporate a company for supplying and lighting with gas the town and borough of Devonport, in the parish of Stoke Damarel, in the county of Devon, and for supplying the inhabitants with gas, and enabling the said company to lay pipes and mains in the several streets, roads, lanes, alleys, and places in the said town and borough of Devonport, and to raise, levy, and collect rates, duties, or rents for the use of the

gas to be supplied by the said company, and to alter any existing rates, duties, or rents, and to confer, vary, and extinguish exemptions from the payment of rates, duties, and rents, and other rights and privileges; and also for obtaining such other powers as may be requisite or necessary for carrying into effect the purposes aforesaid.

And notice is also given that with reference to the purposes aforesaid, it is intended in the said Bill that powers shall be sought for and taken to enable all shareholders in the said company to hold an interest therein, and at the same time to act as commissioners in execution of an Act passed in the fifty-fourth year of the reign of King George the Third, intituled "An Act to repeal an Act passed in the twenty-first year of His present Majesty for better maintaining and regulating the poor within the town of Plymouth Dock, and parish of Stoke Damarel, in the county of Devon, and for other purposes, and granting further powers in lieu thereof, for lighting, watching, and otherwise improving, the said town and parish, and regulating porters and watermen therein," notwithstanding any of the provisions contained in the said last-mentioned Act to the contrary; and for the purposes aforesaid, to alter, amend, or enlarge the said recited Act.

And it is also intended to vary or extinguish all existing rights and privileges, which would impede or interfere with the execution of the purposes aforesaid, and to confer other rights and privileges.—Dated this eighth day of November 1844.

Walter P. Blackmore, } Solicitors, Devonport.
Beer and Rundle, }

Great Western, Uxbridge, and Staines Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts of Parliament to make and maintain a railway or railways, to commence at or near the Green Dragon, London-street, in the town of Uxbridge, in the county of Middlesex, and terminating by a junction with the Great Western Railway, in the parish of Hillingdon, in the county of Middlesex, adjacent to the West Drayton station, and passing from, through, or into the several parishes, hamlets, townships, extra-parochial and other places following, that is to say; Uxbridge, Hillingdon, Cowley, Cowley Peachey Yewsley, and Hillingdon, towards West Drayton, or some or one of them, in the county of Middlesex; and also a branch railway from and out of the said Great Western Railway, with all proper works and conveniences connected therewith, commencing adjacent to the West Drayton station on the Great Western Railway, in the parish of Hillingdon, in the county of Middlesex, and terminating at or near the banks of the river Thames, at Staines, in the county of Middlesex, contiguous to the parish church, and passing from, through, or into the several parishes, townships, and extra-parochial and other places of Hillingdon, West Drayton, Iver, and Langley Marsh, in the county of Bucks; Stanwell, Coln-

brook, and Staines, or some or one of them, in the county of Middlesex; together with warehouses, wharfs, landing places, tunnels, bridges, and all other suitable and proper stations, erections, works, communications, approaches, and conveniences attached to or connected with such railway or railways, or branch railways.

And notice is hereby further given, that duplicate plans, describing the line or situation of the said railway or railways, and branch railways, and the lands in or through which the same are respectively intended to be made or situated, with duplicate sections thereof, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited for public inspection, with the Clerk of the Peace for the said county of Bucks, at his office in Aylesbury, in the said county; and with the Clerk of the Peace for the said county of Middlesex, at his office in Clerkenwell, in the said county, on or before the thirtieth day of November one thousand eight hundred and forty-four; and in the Private Bill Office; and in the Office of the Clerk of the Parliaments on or before the thirty-first day of December next; and a copy of so much of the said plans and sections as may relate to each of the aforesaid parishes or places, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, respectively, on or before the thirty-first day of December next.

And, in the said Act or Acts, powers will be inserted to deviate in the construction of the said railway or railways, and branch railway, from the line or situation as laid down on the plans, so to be deposited as aforesaid, to the extent shown or defined on the said plans, and to alter or divert all such turnpike roads, parish roads, and other highways, rivers, and brooks, within the parishes, townships, hamlets, or extra-parochial or other places aforesaid, as may be required to be diverted or altered for the purposes of such railway or railways, or branch railways.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands, houses, and other hereditaments, and also to levy tolls, rates, and duties in respect of the said intended railway or railways.—Dated the 12th day of November 1844.

*Thos. Jones Mawe, 4, New Bridge-street,
London.*

Whitehaven and Furness Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill for making and maintaining a railway or railways, with all proper and necessary stations, erections, bridges, wharfs, embankments, works, communications, approaches,

and conveniences attached thereto, or connected therewith, which said railway or railways is, or are intended to commence at, or near to, the town and borough of Whitehaven, in the township of Preston Quarter, and parish of Saint Bees, in the county of Cumberland, in or near to a certain close, there situate, belonging to the Right Honourable William Earl of Lonsdale, now in the occupation of Messieurs Thomas Mitchell and John Dixon Fidler, as tenants thereof, and to pass from thence in, through, over, or into the several parishes, townships, townlands, wards, divisions, hamlets, and extra-parochial places, and other places following, that is to say; Saint Bees, Whitehaven, Peston Quarter, Hensingham, Egremont, Lowside Quarter, Couderton, Middle Town, Nether Town, Saint Bridget, Beckermert, Ponsonby, Sellafield, Gosforth, Seascale, Drigg, Carleton, Irton Muncaster, Ravenglass, Waberth-waithe, Corney, Bootle, Whitbeck, Whicham Millom, Millom above, Millom below, Thwaites, and Chapel Sucken, all in the said county of Cumberland; and from thence across the Duddon Sands, from the said several parishes, townships, extra-parochial, or other places of Millom, Millom above, Millom below, Thwaites, and Chapel Sucken, in the said county of Cumberland, or some or one of them, on the one side, to the several parishes, townships, divisions, hamlets, chaperies, extra-parochial places, and other places of Dalton, Hawcoat Yarlside, Dalton Proper, Above Town, Ireleth, Kirby Ireleth, and Lower Quarter, or some or one of them, in the county palatine of Lancaster, and to terminate with a junction with the Furness Railway, in the several townships or divisions of Above Town, Dalton Proper, and Yarlside, or some or one of them, in the parish of Dalton, in the said county palatine of Lancaster.

And notice is hereby further given, that it is also intended by the said Bill to incorporate a company, for the purpose of carrying into effect the proposed works, and the said undertaking, and to apply for powers to levy tolls, rates, or duties upon, or in respect of, the said railway, or railways and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, in the said Bill, and for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges, in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid.

And it is also intended to apply for powers in the said Bill, to make lateral deviations from the said line or lines of the said railway or railways, and works, to the extent, or within the limits laid down on the plans, to be deposited, as hereinafter mentioned, and also to cross, alter, divert, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places, or some or one of them, to the extent shown, or intended to be shown, on the said plans, as may be

required to be crossed, diverted, altered, or stopped up for the purposes of the said railway, or railways, and works.

And notice is hereby further given, that, on or before the thirtieth day of November instant, plans and sections, with duplicates of the same, and books of reference thereto, will be deposited at the office of the Clerk of the Peace for the said county of Cumberland, at his office at Carlisle, in the same county; and at the office of the Clerk of the Peace for the said county palatine of Lancaster, at Preston, in the said county palatine; and also in the office of the railway department of the Board of Trade respectively; and, on or before thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each parish through which the said railway, or railways, is, or are intended to pass, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this ninth day of November 1844.

Roy, Blunt, and Co., London; *Armitstead and Musgrave*, Whitehaven, Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction of a railway hereafter mentioned, with all proper works and conveniences connected therewith, that is to say, a railway commencing by a junction with the Peterborough and Brandon extension of the Eastern Counties Railway, as at present authorized to be made in the parishes of the Holy Trinity, in Ely otherwise Ely Trinity, and Saint Mary in Ely otherwise Ely Saint Mary, or one of them, in the Isle of Ely, and county of Cambridge, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Saint Mary in Ely otherwise Ely Saint Mary, the Holy Trinity in Ely otherwise Ely Trinity, New Barns Chettisham, Downham, Byall Fen, Coveney otherwise Coveney cum Manea, The Wash, Littleport, Manea otherwise Manea cum Coveney, Stonea, Wimblington, Townend, Benwick, Whittlesea Saint Andrew, Whittlesea Saint Mary, March, Upwell End, Doddington Elm, Friday Bridge, Wisbeach, Wisbeach Saint Mary, Wisbeach Saint Peter, Walsoken, West Walton, Walpole, Walpole Saint Peter, Walpole Saint Andrew, Emneth, Terrington, Terrington Saint Clement, Terrington Saint John, Tilney, Tilney Saint Lawrence, Islington otherwise Tilney cum Islington, Tilney All Saints', Eau Brink, Bed of the old River Ouse, Saint Mary otherwise Wiggenhall, Saint Mary the Virgin, Clenchwarton, Wiggenhall Saint Germans, Wiggenhall Saint Peter, Watlington, Magdalene otherwise Wiggenhall Saint Mary Magdalene, Setchey otherwise Setchey otherwise Setch, West Lynn Saint Peter, South Lynn otherwise South Lynn All Saints', Seech otherwise Seechy otherwise Seeching Saddlebow, West Winch and Hardwick, or some of them in the county of Norfolk, and terminating

in a field adjoining or near to the river Ouse, in the parish of South Lynn otherwise South Lynn All Saints', aforesaid.

And it is intended by the said Act or Acts, to authorize the purchase of houses and lands, by compulsion, and the levying of rates, tolls, and duties, in respect of the use of the said intended railway, and to vary or extinguish all rights and privileges connected with such lands and houses, or which would impede or interfere with the objects of the said Act or Acts.

And it is further proposed by such Act or Acts, to take powers of stopping up, diverting, or altering all roads, highways, streams, rivers, canals, railways, sewers, pipes or aqueducts within the the parishes, townships, or other places aforesaid, which it may be necessary to stop up, alter, or divert for the purpose of making or maintaining the said intended railway and works,

And it is further proposed by such Act or Acts, to enable the Eastern Counties Railway Company, to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose, with powers to sell, or let, and transfer the same, or any part thereof, and all or any of their powers and privileges in relation thereto, to the said Eastern Counties Railway Company, and to enable the said last mentioned company to purchase or rent the same, and to use, exercise, and enjoy such powers and privileges.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans, and sections, describing the line and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, respectively, will be deposited, for public inspection, with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office in Wisbeach; and with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham, in the same county; and that, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in, or through which the said intended railway and works, are proposed to pass, or be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of such parishes at their respective residences.

Dated this 11th day of November 1844.

Roy, Blunt, Johnstone, and Walton, 42, Lothbury, London, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction of a railway and branch railway hereafter mentioned, with all proper works and

conveniences connected therewith, that is to say; a railway commencing by a junction with the Peterborough and Brandon Extension of the Eastern Counties Railway, as at present authorized to be made, in the parishes of the Holy Trinity in Ely otherwise Ely Trinity, and Saint Mary in Ely otherwise Ely Saint Mary, or one of them, in the isle of Ely and county of Cambridge, and passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Saint Mary in Ely otherwise Ely Saint Mary, the Holy Trinity in Ely otherwise Ely Trinity, New Barns, Chettisham, Downham, Byall Fen, Coveney otherwise Coveney cum Manca, the Wash, Littleport, Manca otherwise Manca cum Coveney, Stonea, Wimblington, Townend, Benwick, Whittlesea Saint Andrew, Whittlesea Saint Mary, March, Chatteris, Upwell-end, Doddington, Elm, Wisbeach Saint Mary, Wisbeach Saint Peter, Leverington otherwise Leverington Saint Leonard's, Newton, Leverington Parson Drove, Tydd Saint Giles's, or some of them, in the isle of Ely and county of Cambridge aforesaid; Tydd Saint Mary, Sutton Saint Mary, Sutton Saint Edmunds, Sutton Saint James, Long Sutton, Gedney, Gedney-hill otherwise Gedney-fen, Fleet, Holbeach, Whaplode, Whaplode-drove otherwise Whaplode-fen, Moulton, Weston, Cowbit, Spalding, Pinchbeck, Surfleet, Gosberton, the Roman-bank, Sutterton, Algarkirke, Kirton, Frampton, Wyberton, Skirbeck, Shirbeck Quarter, Skirbeck Quarter-fen, Wyberton-fen, Boston, Boston West, Brothertoft, Fosdyke-fen, Fosdyke, Pelham's-land, North Forty-foot Drain and Banks, Kirton-fen, Sutterton-fen, Hart's-ground, the ancient bed of the river Witham, Chapel-hill, Swineshead, Holland-fen, Dogdyke, North Gowt, Wildmore-corner, Langrick-ferry otherwise Langret-ferry, Langrickville otherwise Langriville, Terry-booth, Reed-point, and Old Marsh, or some of them, in the parts of Holland, in the county of Lincoln; Coningsby, Langrickville otherwise Langriville, Langrick-ferry otherwise Langret-ferry, North Gowt, Wildmore-corner, and the ancient bed of the river Witham, or some of them, in the parts of Lindsey, in the county of Lincoln; Kyme Eau, South Kyme, North Kyme, North Kymefen, Dogdyke, Billingham Dales, Billingham-fen, Walcott, Walcott-fen, Billingham, Thorpe Tilney otherwise Timberland Thorpe, Thorpe Tilney-fen, Martin, Martin-fen, Timberland, Timberland-fen, Linwood, Linwood-fen, Blankney, Blankney-fen, Metheringham, Metheringham-fen, Dunston, Dunston-fen, Nocton, Nocton-fen, Hare-booths, Hanworth-booths, Potter Hanworth, Potter Hanworth-fen, Meer-oak Wood, Branston-booths, Branston with Long-hills, Branston, Branston-fen, Heighington, Washingborough-fen, Washingborough, Canwick, the Foss Dyke Navigation, and Canwick Common, or some of them, in the parts of Kesteven in the county of Lincoln; the Foss Dyke Navigation, Canwick Common, Canwick, Branston, Branston-booths, Branston-fen, Saint Swithin, Saint Benedict, Saint Botolph, Saint Mary-le-Wigford, Saint Peter-at-Gowts, and Saint Mark, or some of them, in the city of Lincoln and county

of the same city, and terminating in the parish of Saint Mark aforesaid; and such intended branch railway, diverging from the line of the said hereinafore-mentioned intended railway in the said parish of Spalding, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Spalding, Weston, Moulton, Whaplode, and Holbeach, and terminating in the said parish of Holbeach.

And it is proposed in and by the said intended Act or Acts to empower the Eastern Counties Railway Company to execute the said intended railway and branch railway, and to levy tolls in respect of the use thereof respectively; and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same, or otherwise to incorporate a company for the purposes and with the powers aforesaid, and with power also to let on lease or sell the said intended railway and branch railway to the Eastern Counties Railway Company, and to enable the said last-mentioned company to purchase or rent the same, or any part thereof,

And it is further intended by the said Act or Acts to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said intended railway and branch railway, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway and branch railway respectively, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands respectively, will be deposited, for public inspection, with the Clerk of the Peace for the city of Lincoln and county of the same city, at his office in Lincoln; with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; with the Clerk of the Peace for the parts of Kesteven, in the said county, at his office in Sleaford; with the Clerk of the Peace for the parts of Holland, in the said county, at his office in Spalding; and with the Clerk of the Peace for the isle of Ely, in the county of Cambridge, at his office in Wisbeach; and that copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railway and branch railway and works are proposed to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes, at their respective residences.

Dated the fifth day of November 1844.

Roy, Blunt, Johnstone, and Walton, 42, Lothbury, London, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, wharfs, basins, cuts, approaches, and conveniences connected therewith, commencing by a junction with the Eastern Union Railway, in the parish of Lawford, in the county of Essex, and terminating in the parish of Saint Nicholas Harwich, within or near to the port or harbour of the borough of Harwich, in the said county of Essex; and also for erecting, constructing, and maintaining a pier or jetty, in the said parish of Saint Nicholas Harwich, within or near to the said port or harbour of the said borough of Harwich, at the terminus of such intended railway in or near to the said port or harbour; which said intended railway, pier, or jetty, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Lawford, Manningtree, Mistley, Mistley-cum-Manningtree, Little Bromley, Bradfield, Wrabness, Wix otherwise Wickes otherwise Wicks, Ramsey, Little Oakley, Dovercourt, Dovercourt-cum-Harwich, Harwich, Saint Nicholas Harwich, and the borough of Harwich, all in the county of Essex.

And it is also intended by such Act or Acts to take power to alter, or divert, or to stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to alter, divert, or stop up, by reason of the construction of the said intended works.

And it is further intended by such Act or Acts to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended by such Act or Acts, to enable the Eastern Union Railway Company to carry into effect the said undertaking; or otherwise to incorporate a company for that purpose, and to take powers for the purchase of land and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant such exemptions from such tolls, rates and duties as to such Company may seem meet.

And in the event of a company being incorporated as aforesaid, it is further intended by such Act or Acts to enable such company to sell, or let, or transfer the said undertaking, or any part thereof, and all or any powers of such company in

connection therewith, or in relation thereto, to the Eastern Union Railway Company, and to enable such last-mentioned company to purchase, or rent, or construct the said intended railway, pier, and other works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway, pier, and other works, and to guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Eastern Union Railway Company and the company to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway, pier or jetty, and other works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the same county; and, that a copy of so much of the said maps or plans, sections and books of reference as relates to each of the parishes in or through which the said intended railway, pier, or jetty, and other works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Few, Hamilton, and Fews, Covent-garden
W. O. and W. Hunt, 10, Whitehall.

November 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in Bill for widening and otherwise regulating and improving the streets, squares, lanes, roads, paths, ways, courts, passages, and places within the several parishes of Saint Margaret and Saint John the Evangelist, and Saint George, Hanover-square, in the city of Westminster, in the county of Middlesex; and for making and opening certain new streets, paths, ways, and communications to, through, in, or near the said streets, squares, lanes, roads, paths, ways, courts, passages, and places; and it is intended to obtain powers in the said Bill for the compulsory purchase of lands and houses, buildings, tenements, and hereditaments within the said parishes, or either of them; and notice is also hereby given, that it is intended by the said Bill to take powers to levy certain rates and assessments, and for granting all necessary and effectual powers for carrying the said Act into execution.—Dated this eighth day of November one thousand eight hundred and forty-four.

Jas. and Chas. Rogers, Solicitors,
Manchester-buildings, Westminster.

Leeds and Thirsk Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining the several railways hereinafter mentioned, or some of them, with proper works and conveniences connected therewith, and approaches thereto respectively; namely, a railway, to commence in the township of Leeds and parish of Leeds, in the west riding of the county of York, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places of Leeds, Holbeck, Wortley, Armley, Bramley, Headingley-cum-Burley, Burley, Kirkstall, Guiseley, Horsforth, Yeadon, Carlton, Rawdon, Addle, Cookridge, Breary, Addle-cum-Eccup, Arthington, Otley, Bramhope, Pool, Harewood, Weeton, Leathley, Castley, Weardley, Dunkeswick, Kirkby-Overblow, Rigton, Pannal, Spofforth, Follifoot, Plumpton, Bilton-with-Harrogate, Scriven-with-Tentergate, Knaresborough, Nidd, Nidd-with-Killinghall, Ripley, Killinghall, Brearton, Burton Leonard, South Stainley, North Stainley-with-Slensingford, Stainley and Cayton otherwise Stainley-with-Cayton, Ripon, Markington-with-Wallerthwaite, Markingfield Hall, Bishop Monkton, Littlethorpe, Aismunderby-with-Bondgate, Bondgate, Sharow, Ingerthorpe, Whitcliffe-with-Thorpe, Stonebridge-gate, Allhallowgate-with-Stammergate, Crossgate, Skellgate, Westgate, Hewick-with-Hewick, Nunwick, Howgrave, Nunwick-with-Howgrave, or some of them, all in the west riding of the county of York; Ripon, Hutton Conyers, Norton Conyers, Howgrave, Melmerby, Wath, Middleton-Quernhow, Topcliffe, Baldersby, Catton, Sutton Howgrave alias Sutton-with-Howgrave, Holme-with-Howgrave, Skipton-on-Swale, Kirklington, Pickhill, Pickhill-cum-Roxby, Carlton Miniot otherwise Carlton-Islebeck, Sowerby, and Thirsk, or some of them, all in the north riding of the said county of York, and to terminate either at or near the Castle-field, in the township of Thirsk and parish of Thirsk aforesaid, or by a junction with the line of the Great North of England Railway, in the township of Thirsk and parish of Thirsk aforesaid.

A railway from and out of the said intended railway to commence in the township of Headingley-cum-Burley aforesaid, thence to pass from, in, through, or into the said townships of Headingley-cum-Burley and Bramley, or one of them, in the said parish of Leeds, and to terminate by a junction with the Leeds and Bradford Railway, in the said township of Bramley and parish of Leeds.

A railway from and out of the said first-mentioned intended railway to commence in the said township of Cookridge, in the parish of Addle aforesaid, thence to pass from, in, through, or into the said parishes and townships of Addle, Leeds, Guiseley, Cookridge, Headingley cum-Burley, Horsforth, and Bramley, or some of them, and to terminate by a junction with the said Leeds and Bradford Railway, in the said township of Bramley and parish of Leeds.

A railway from and out of the said first-mentioned intended railway, to commence in the said township of Knaresbrough and parish of Knaresbrough, thence to pass from, in, through, or into the said townships of Knaresbrough, Scriven-with-Tentergate, and Bilton-with-Harrogate, or some or one of them, all in the parish of Knaresbrough, and to terminate at or near to a bridge in or adjoining upon the said townships of Knaresbrough, Scriven-with-Tentergate, and Bilton-with-Harrogate, or one of them, all in the said parish of Knaresbrough, called the High Bridge.

A railway from and out of the said first-mentioned intended railway, to commence in the said township of Knaresbrough, in the parish of Knaresbrough, and thence to pass from, in, through, or into the said townships of Knaresbrough, Scriven-with-Tentergate, and Bilton-with-Harrogate, some or one of them, and to terminate at or near a place called Prospect-place, between High Harrogate and Low Harrogate, in the said township of Bilton-with-Harrogate and parish of Knaresbrough.

A railway from and out of the said first-mentioned intended railway to commence in the said township and parish of Carlton Miniot otherwise Carlton Islebeck, thence to pass from, in, through, or into the said parishes and townships of Carlton Miniot otherwise Carlton Islebeck, and Thirsk, or one of them, and to terminate by a junction with the present line of the said Great North of England Railway, in the said township of Thirsk and parish of Thirsk.

And it is also intended to take powers by the said Act to form a junction between the line of the first-mentioned intended railway and the parliamentary line of the Leeds and Bradford Railway, in the townships of Holbeck, Wortley, and Armley, or one of them, in the said parish of Leeds.

And it is also proposed to divert, alter, or stop up within the several parishes, townships, and extra-parochial and other places aforesaid, or some of them, all railways, highways, turnpike-roads, canals, and navigable rivers, which it may be necessary or expedient to divert or alter, or stop up, in the construction of the said intended new works.

And it is also proposed by the said intended Act to incorporate a company for carrying into effect the objects aforesaid, with powers to purchase lands and houses, by compulsion or agreement, for the purposes thereof, and with powers to levy tolls, rates, and duties in respect of the use of the said intended new works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is also proposed to vary or extinguish all existing rights or privileges connected with the lands and houses so proposed to be purchased; or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended new works, and to confer other rights and privileges.

And it is also proposed by the said intended Act, to enable the company to be incorporated as aforesaid to grant a lease of the said intended railways and the works thereof, and the tolls to be derived therefrom, to the Midland Railway Company, or to the Leeds and Bradford Railway Company, or to the Great North of England Railway Company, or to any other railway company now incorporated or hereafter to be incorporated; and to authorize the said companies, or any of them, to take and accept such lease, at such rent, and upon and subject to such terms and conditions as may be mutually agreed upon, and in pursuance thereof to use and work the said intended railways, and to take tolls in respect thereof.

And it is also proposed, by the said intended Act, to enable the company to be incorporated as aforesaid to contract for and purchase, or to take upon lease for a term of years or in perpetuity, all and singular the canal, river, or navigation, lands, tenements, and hereditaments of the company of proprietors of the river Ure Navigation to Ripon, in the said west riding and north riding of the said county of York, or one of them, and all the works belonging thereto, and the tolls, rates, and dues arising therefrom; and to authorize the said last-mentioned company to contract for the sale of, and to sell or to let as aforesaid, the said canal, river, or navigation, lands, tenements, and hereditaments, in order that the said railway company, to be incorporated by the said intended Act, may use and work the said river Ure Navigation, and take all tolls and dues in respect thereof; and also to disincorporate and dissolve the said company of proprietors of the river Ure Navigation to Ripon; and to alter, amend, enlarge, and repeal the powers and provisions of the several Acts relating thereto, passed in the seventh year of the reign of King George the Third, and in the first year of the reign of King George the Fourth.

And it is also proposed, by the said Act so to be applied for, to empower the said intended company to raise further capital for all or any of the purposes aforesaid.

And notice is hereby further given, that, on or before the thirtieth day of November one thousand eight hundred and forty four, duplicate plans and sections, describing the line and levels of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said railways, together with books of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace for the said west riding of the county of York, at his office in Wakefield; with the Clerk of the Peace for the borough of Leeds aforesaid, at his office in Leeds aforesaid; with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the said west riding, at his office in Otley aforesaid; with the Clerk of the Peace for the liberty of Ripon, in the said county, at his office in Ripon aforesaid; and with the Clerk of the Peace for the said north riding of the county of York, at his office in Northallerton, in the said north riding; and that, on or before the thirty-first

day of December one thousand eight hundred and forty-four, a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the said new works are intended to pass or be made, will be deposited with the parish clerk of each such parish, at his place of above.—Dated this first day of November 1844.

Payne, Eddison, and Ford, Solicitors, Leeds.

Manchester, Sheffield, and Midland Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act to authorize the making and maintaining of a railway, with all proper stations, bridges, works, and conveniences connected therewith and approaches thereto, commencing by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway at the terminus thereof, at or near a place called Clay's Garden, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York, and terminating by a junction with the line of the North Midland Railway otherwise the Midland Railway, at or near the station of the said North Midland Railway otherwise the Midland Railway, at Chesterfield, in the township and parish of Chesterfield, in the county of Derby; and which said intended railway and works will pass, or be made, from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say; Brightside Bierlow, Sheffield parish, Sheffield township, Ecclesall Bierlow, Upper Heeley, Heeley, Lower Heeley, and Nether Hallam, in the west riding of the county of York; Meersbrook, Norton Lees, Norton Woodseats, Norton parish, Norton township, Beauchief otherwise Beauchief Abbey, Greenhill, Hemsworth, Cold Aston, otherwise Coal Aston, Bowshaw, Unstone, Dronfield parish, Dronfield township, Newbold, Dunstan, Barlow, Great Barlow, Little Barlow, Staveley parish, Staveley township, Whittington, Brampton, Cuthorpe, Tapton, Brimington, Stone Gravel, Hasland, Chesterfield parish, and Chesterfield township, in the county of Derby.

And it is intended to apply for powers in the said Act to deviate in the construction of the said railway, and other works, from the lines or situations thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to cross, alter, vary, divert, or stop up such turnpike, parish, and township highways, and other roads, railways, drains, rivers, brooks, canals, streams, and watercourses, within the parishes, townships, townlands, or extra-parochial places hereinbefore mentioned, some or one of them, as it may be necessary for the purpose of constructing the said railway, and the works connected therewith.

And it is further intended to apply for power, by the said Act, to incorporate a company for the

purpose of making the said intended railway, and the works connected therewith, with powers to levy and take rates, tolls, and duties upon and in respect thereof, and to confer exemptions from the payment of rates, tolls, and duties and other rights and privileges.

And it is further intended, by the said Act, to enable the said company to be incorporated as aforesaid, to let on lease, or sell, or amalgamate the said intended railway, or any part thereof, and the works connected therewith, or with any part thereof, and all or any of the powers to be conferred by the said Act to, and with, any other existing or projected railway company or companies, and to enable such other railway company or companies to purchase, or rent, or amalgamate with, or to execute the said intended railway, and works, or any of them, or any part thereof, and to exercise and enjoy such powers as aforesaid; and, also, to enable the said company to be incorporated, as aforesaid, to carry into effect and to confirm any agreement or agreements made, or hereafter to be made, for amalgamating the said intended railway and works with any other existing or projected railway company or companies.

And it is further intended, by the said Act, to take powers for the compulsory purchase of lands, houses, buildings, and hereditaments, and for varying or extinguishing all existing rights and privileges connected with the same; and to confer other rights or privileges, and also to use and to convey, carry, and pass over, along, and upon the said North Midland Railway otherwise the Midland Railway, and the said Sheffield, Ashton-under-Lyne, and Manchester Railway respectively, with engines, carriages, passengers and their luggage, cattle, beasts, animals, goods, wares and merchandize, matters and things.

And notice is hereby also further given, that duplicate plans and sections of the said intended railway, and works, together with books of reference thereto, will be deposited for public inspection, on or before the thirtieth day of November, one thousand eight hundred and forty-four, with the Clerk of the Peace for the west riding of the county of York, at his office at Wakefield; in the said west riding; with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the said county of Derby; and with the Town Clerk for the borough of Chesterfield, in the said county of Derby, at his office at Chesterfield, in the said county of Derby; and a copy of so much of the said plans and sections as relates to each of the several parishes, through which the said railway and works are proposed to be made, together with books of reference thereto, will be deposited on or before the thirty-first day of December, one thousand eight hundred and forty-four, with the parish clerks of such parishes respectively, at their respective residences.—Dated this 5th day of November 1844.

Wilson, Younge and Pierson, } Joint
John Dixon, } Solicitors.

Kentish Coast Railway.

(Registered provisionally, according to the Act of the 7 and 8 of Victoria, c. 110.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing at or near the town of Dover, in the county of Kent, and within the several parishes, townships, or extra-parochial places of Charlton, Hougham, Buckland, Saint James Dover, Saint Mary the Virgin Dover, East Cliffe, and the liberties of Dover Castle, or some or one of them, in the same county of Kent; and terminating at near to or upon Herne Bay Pier, in the parish of Herne, in the same county; with a branch railway out of the said intended railway, commencing in the parish of Ash next Sandwich, in the county aforesaid, and terminating at or near the town of Ramsgate, in the parishes of Saint Lawrence and Ramsgate, or one of them, also in the same county; which said intended railway or railways, branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Charlton, Hougham Buckland, Saint James Dover, Saint Mary the Virgin Dover, East Cliffe, the liberties of Dover Castle, River, Ewell, Guston, Saint Margarets at Cliffe, West Cliffe, Whitfield, Waldershare, East Langdon, West Langdon, Oxney, Ringwould, Kingsdown, Sutton, Riple, Saint Mary Walmer, Walmer, Little Mongeham, Great Mongeham, Upper Deal, Northbourn, Tilmanstone, Betshanger, Sholden Deal, Ham, Eastry, Word or Worth, Woodnesborough, the extra-parochial lands of Saint Bartholomew's Hospital, at or near Sandwich, Saint Clement Sandwich, Saint Peter the Apostle Sandwich, Saint Mary the Virgin Sandwich, Ash next Sandwich, Minster, Minster in Thanet, Saint Lawrence Ramsgate, Elmstone, Preston, Stodmarsh, Stourmouth, Sarre, and the ville thereof, Monkton, Saint Nicolas at Wade, Chislett, Hoath, Sturry, Westbere, Reculver, Herne, Blean, Swalecliffe, Herne Bay; and each and every intermediate parish, township, and extra-parochial and other place lying between the town of Dover aforesaid, along the line of the said railway, as shown by the plan or plans hereinafter mentioned, and Herne Bay Pier aforesaid; and also between the town of Sandwich aforesaid, along the line of the said railway and branch railway, as shown in the plan or plans hereinafter mentioned, and the town of Ramsgate aforesaid.

And it is also intended, by such Act or Acts, to take power to stop up, alter, or divert all turnpike and other roads, railways, tramways, aqueducts, pipes, sewers, canals, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway or railways, branch railway and works.

And it is further intended, by such Act or Acts,

to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and property proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways, branch railway and works, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying into effect the said intended railway or railways, branch railway and works, and to take or obtain powers for the purchase of lands, houses, and property, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said railway or railways, branch railway and other works, and to grant such exemptions from such tolls, rates, and duties, and to confer such rights and privileges as to such company may seem meet.

And it is further intended, by such Act or Acts, to enable the company, thereby to be incorporated, to sell, or let, or transfer the said intended railway or railways, branch railway and works, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, to any other railway company now incorporated, or which may be incorporated; and to enable any such company to purchase, or rent, or construct the said intended railway or railways, branch railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways, branch railway and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on.

And it is further intended, by the said Act or Acts, to enable the company, to be thereby incorporated, to purchase or rent the pier and works belonging to the Herne Bay Pier Company at Herne Bay aforesaid; and to enable the said last-mentioned company to sell or let, and transfer the same, with all or any of their powers, rights, and privileges connected therewith; and for such purpose it is proposed to alter and amend the provisions of the several Acts relating to the said pier company, passed respectively in the first year of the reign and in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railway or railways, branch railway and works, and of the lands, houses, and property proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Kent, at his office in Maidstone, in the same county; and that a copy of so much of the

said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or railways, branch railway and works, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerk of those parishes respectively, at the residence of such parish clerks respectively.—Dated this 11th day of November 1844.

John Curling, Waterloo-place, Pall-mall.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the construction and maintenance of a railway, with all proper stations, works, and conveniences connected therewith, to commence at or near the Steam Packet Dock, in the township of Goole, in the parish of Snaith, thence to pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Goole, Hook, Airmin otherwise Armin, Rawcliffe, Cowick, Snaith, and Snaith and Cowick or Snaith with Cowick, all in the west riding of the county of York, and to terminate in the township of Cowick, Snaith, Snaith and Cowick or Snaith with Cowick aforesaid, near to a certain bridge called the New-bridge, or to terminate at some intermediate point between the New-bridge aforesaid, and the boundary of the estate and property of the undertakers of the navigation of the rivers Aire and Calder, in the west riding of the county of York, situate within the said township of Hook, as may be deemed expedient; such railway, stations, works, and conveniences, being intended to be in continuation and to become part of any line or lines of railway which may be made or formed for the purpose of communicating with the port of Goole, or to be in substitution for so much of any such railway or railways as shall be proposed to be formed upon or within the lands and property of the said undertakers at Goole and Hook aforesaid, or at, or within, the said several townships of Goole, Hook, Airmin otherwise Armin, and Rawcliffe, and so much of the said townships of Cowick, Snaith, and Snaith and Cowick or Snaith with Cowick, as lies on the eastern side of the place called New-bridge aforesaid; and it is proposed by the said intended Act to incorporate a company for the purpose of constructing and maintaining the said intended railway, stations, works, and conveniences; and it is also proposed to take powers by the said intended Act or Acts, to levy tolls, rates, and duties for the use of the said intended railway, stations, and works and conveniences, and to grant such exemption from the payment of such tolls, rates, and duties as may be deemed expedient; and also to purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges connected with such lands and houses, or which would impede or interfere with the construction, use, and maintenance of the said intended railway, stations, works, and conveniences, and to confer other rights and privileges; and also to divert or alter within the several parishes and townships aforesaid, or

some of them, all such turnpike roads and highways as it may be necessary or expedient to divert or alter in the construction and maintenance of the said intended railway, stations, works, and conveniences; and it is further proposed to take powers, by the said intended Act, to enable the company to be thereby incorporated to sell, or let upon lease, for a term of years, or in perpetuity, and to transfer to the undertakers of the said navigation of the said rivers Aire and Calder, or to any company or companies who may be authorized to construct a railway or railways to communicate with the said port of Goole, and to enable the said undertakers and such other company or companies as aforesaid, either jointly or severally, to purchase and take or to rent and hold, use and enjoy, the said intended railway, stations, works, and conveniences, and all or any of the rights, powers, privileges, and authorities of the said intended company in relation thereto, (whether with reference to the levying of tolls, rates, and duties, or otherwise), or otherwise to enable such company or companies as aforesaid, to make and execute the said intended railway, stations, works, and conveniences, either in continuation of the line or lines of railway which they may be authorized to make for communicating with the said port of Goole, or in substitution of so much of their proposed line or lines of railway, as may be intended to be made upon or within the land and property of the said undertakers, or at, or within, the said several townships of Goole, Hook, Airmin otherwise Armin, and Rawcliffe, and so much of the said townships of Cowick, Snaith, and Snaith and Cowick or Snaith with Cowick, as lies on the eastern side of the said place called New-bridge; or otherwise notice is hereby given, that instead of applying to Parliament for an Act as aforesaid, it is intended to apply for the insertion of clauses in the Act or Acts, authorizing the construction of any such railway or railways, as last hereinbefore mentioned, for enabling or compelling the company or companies, who may be authorized to make such last-mentioned railway or railways, to make and maintain the railway hereinbefore firstly mentioned, or some part thereof, either in continuation or substitution of their own line or lines of railway as aforesaid, or for enabling the said undertakers to make and maintain the said intended railway, stations, works, and conveniences, or some part thereof, and to levy tolls, rates, and duties for the use thereof.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway, stations, works, and conveniences, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and property to be taken for the purpose aforesaid, will be deposited with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield, on or before the thirtieth day of November instant; and a copy of the said plans, sections, and book of reference, will be deposited with the parish clerk of the said parish of Snaith, at his place of abode,

on or before the thirtieth day of December next.—Dated this twelfth day of November 1844.

Jno. Hope Shaw, Leeds.

Shearman and Evans, 2, Grays-inn-square, London.

Birmingham and Gloucester Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled, "An Act for making a railway from Birmingham to Gloucester, with a branch therefrom;" and of an Act passed in the seventh year of the same reign, intituled, "An Act to amend an Act passed in the last session of Parliament for making a railway from Birmingham to Gloucester, to extend the line of the said railway; and to make branches therefrom to the city of Worcester and the town of Tewkesbury;" and also of an Act passed in the session of Parliament holden in the sixth and seventh years of the reign of Her present Majesty, intituled, "An Act to enable the Birmingham and Gloucester Railway Company to raise a further sum of money, and for amending the acts relating to the said Company;" or to repeal the provisions, or some of them, contained in the said Acts, and to make other provisions in lieu thereof.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills to make a line of railway from the existing line of the said Birmingham and Gloucester Railway, together with all necessary and convenient stations, erections, bridges, wharfs, roads, approaches, communications, and other works and conveniences; such line of railway being intended to commence at or near to Abbott's Wood, in the hamlet of Wadborough, in the parish of Saint Andrew otherwise Holy Cross Pershore, in the county of Worcester, and to terminate by a junction with the Grand Junction Railway, at or near the Wolverhampton Station of the said Grand Junction Railway, in the parish of Wolverhampton, in the county of Stafford; which said line of railway is intended to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say; Wadborough, Saint Andrew otherwise Holy Cross Pershore, Stoulton, Worcester, Kempsey, Norton, Norton juxta Kempsey, Whittington, Battenhall, Saint Peter the Great, Blockhouse, Whiston, Saint Martin, Saint Helen, Claines, Martin Hussingtree, Salwarp, Ombersley, Hindlip otherwise Henlip, Droitwich, Saint Andrew Droitwich, Saint Peter Droitwich, Saint Nicholas Droitwich, Saint Mary de Witton Droitwich, The In Liberties Droitwich, Saint Augustine Droitwich, Saint Augustine Dodderhill, Dodderhill, Crutch, Salwarp, Ockley, Hampton Lovett, Westwood, Ombersley, Doverdale, Elmley Lovett, Hartlebury, Waresley, Torton, Stone, Duncton, Rushock, The Foreign of Kidderminster, Wiibbenhall, Hoarstone, Blackstone,

Oldington, Sutton, Lea, Trimpley, Habberley, Franch, Puckston, Hurcot, Comberton, Blake-down, Wolverley, Churchill, Belbroughton, Chad-desley Corbett, Hagley, Clent, Pedmore, Kidder-minster, Oldswinford, Stourbridge, Lye otherwise Lye Waste, Woollaston, Wollascote, Upper Swin-ford, Lower Swinford, Amblecote, Hales Owen, Cradley, Netherton, Dudley, Castle Hills Dudley, Connigreaves otherwise Concygreaves Dudley, in the said county of Worcester; Saint Peter the Great, Saint Martin, Claines, Whiston, Saint Helen, Blockhouse, All Saints, Saint Andrew, Saint Swithin, Saint Nicholas, Saint Michael, Cathedral Precincts, and Saint Alban in the city of Worcester, and the county of the same city or one of them; Malbrough otherwise Marlborough other-wise Marlbrook, in the counties of Wilts and Worcester, or one of them: Broom, Holy Cross, Clent, Kinver otherwise Kinfare, Stourbridge, Oldswinford, Amblecote, Kingswinford, Wordesley, Brierley Hill, Cradley, Netherton, Prestwood, Row-ley Regis upper side, Rowley Regis lower side, Dudley, Castle Hills Dudley, Connigreaves other-wise Concygreaves Dudley, Tipton, Wombourne, Himley, Sedgley, Upper Gornall, Lower Gornall, Gospel End, Cotwell End, Woodsetton otherwise Woodcilton otherwise Wodcilton, Coseley, Brierley, Etingshall, Bilston, Tetterhall, Penn, Upper Penn, Lower Penn, Wolverhampton, Wednesfield, Bush-bury, Willenhall, and Pelsall, in the county of Staf-ford.

And notice is hereby also given, that it is in-tended to apply for powers, in the said Bill or Bills, to make lateral deviations from the lines of the proposed railway and works, to the extent or with-in the limits defined upon the plans hereinafter mentioned or referred to; and also to cross, divert, alter, or stop up all such turnpike roads, parish, roads, and other highways, streams, canals, naviga-tions, and railways, within the said parishes-townships, townlands, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up respectively for the purposes of the proposed works.

And notice is hereby also given, that plans of the said proposed works, and also duplicates of such plans, and also sections and duplicates thereof, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in, or through which the said several works are to be made, maintained, varied, extended, or enlarged, will be deposited for public inspection with the Clerk of the Peace for the county of Worcester; at his office in the city of Worcester; and with the Clerk of the Peace for the city of Worcester, at his office in the said city of Worcester, and with the Clerk of the Peace for the county of Stafford, at his office in the borough of Stafford, and with the Clerk of the Peace for the county of Wilts, at his office in Wilton, on or before the thirtieth day of November, one thousand eight hundred and forty-four; and on or before the thirty-first day of December, one thousand eight hundred and forty-four, a copy of so much of

the said plans and sections as relate to each parish, in, or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby also given, that it is in-tended, in the said Bill or Bills, to apply for powers for the compulsory purchase of lands and houses and other hereditaments, and to levy tolls, rates, or duties, upon, or in respect of the said pro-posed works, and to alter existing tolls, rates, or duties, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments proposed to be taken for the purposes of the said proposed works; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this eighth day of November 1844.

<p><i>J. W. and G. Whatcley,</i> Birmingham, <i>T. F. Addison,</i> Gloucester,</p>	}	<p>Solicitors to the Bir- mingham and Glou- cester Railway Com- pany.</p>
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NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills for making and maintaining a railway or railways, with all suitable and proper bridges, stations, erec-tions, docks, wharfs, warehouses, landing-places, approaches, and conveniences attached thereto or connected therewith, commencing at or near a close or piece of ground, called Berry Close, in an extra-parochial place called the South Hamlet, in the county of Gloucester, and terminating at or near an inclosure in Her Majesty's Forest of Dean, called Leonards Hill Inclosure, in the township of East Dean, in the said county of Gloucester; and also for making and maintaining certain branch railways from, and out of the said last-mentioned main line of railway; one of such branches to commence at or near a certain place on the line of the said intended railway, called Little Meadow, in the parish of Saint Mary de Lode, in the city of Gloucester and county of the same city, and to terminate at or near the Gloucester Station of the Birmingham and Gloucester Railway, in the pa-rish of Saint Catherine, in the said city of Glou-cester and county of the same city; and another branch to commence at or near the Quay by the side of the river Severn, lying in the county of Gloucester, and in the city of Gloucester and county of the same city, or one of them, and to terminate by a junction with the Gloucester and Cheltenham Railway or Tramroad, at or near such quay, or in certain land belonging to the Glouces-ter and Berkeley Canal Company, in the parish of Saint Owen, in the said city of Gloucester and county of the same city; and another branch to commence at or near Berry Close aforesaid, and to terminate at or near a place called High Orchard, in an extra-parochial place called the South Ham-let, in the city of Gloucester and county of the

same city; and another branch from the said intended main line of railway, to commence at or near a road passing over waste ground in the township of East Dean, in the said Forest of Dean, lying between a place there called Bilsom and the turnpike-road leading from Little Dean to Mitcheldean, and to terminate at or near Bilsom aforesaid, in the same township and forest, there to form a junction with the "Forest of Dean Railway;" and another branch from the said intended main line of railway, to commence at or near Grange Court, in the parish of Westbury-upon-Severn, in the said county of Gloucester, and to terminate either by an independent terminus at or near a place called Bullo Pill, in the parish of Newnham, in the same county, or by a junction there with the Dean Forest Railway or with a branch of an intended railway proposed to be called the South Wales Railway; and another branch from the said intended main line of railway first above mentioned, to commence at or near the Grove Farm, in the parish of Westbury-upon-Severn aforesaid, and to terminate at a point on the said Forest of Dean Railway, between the tunnel of the same railway, in the said parish of Newnham and Bullo Pill aforesaid; and another branch from the said intended main line of railway, to commence at or near to Grange Court aforesaid, and to terminate at or near a place called Brimspill, in the parish of Aure, in the said county of Gloucester; and another branch from the said intended main line of railway, to commence at or near the Grove Farm aforesaid, and to terminate at or near Brimspill aforesaid; and another branch from the said main line of railway, to commence at or near a place called Long Croft, in the said parish of Westbury-upon-Severn, and to terminate either by an independent terminus or by a junction with the line of an intended railway proposed to be made from the Cheltenham and Great Western Union Railway to Ross, Hereford, and Monmouth at or near to a certain bridge called Woodgreen Bridge, in the parishes of Blaisdon and Flaxley, in the said county of Gloucester, or one of them; which said railway or railways, branches, and works will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places next hereinafter mentioned, or some of them, that is to say; the South Hamlet, the North Hamlet, the Town Ham, Littleworth, Saint Owens, Saint Nicholas, Saint Mary de Lode, Saint Catherine, and Saint John the Baptist, or some of them, all in the city of Gloucester and county of the same city; the South Hamlet, the North Hamlet, the Town Ham, Saint Mary de Lode, Saint Catherine, Saint Nicholas, Barton Saint Mary, Barton Saint Michael, Vill of Wotton, Barnwood, Hempstead, Maisemore, Over, Highnam and Linton, Churcham, Lassington, Rudford, Tibberton, Taynton, Bulley, Huntley, Minsterworth, Blaisdon, Longhope, Westbury-upon-Severn, Flaxley, Abinghall, Newnham, Littledean, Mitcheldean, Newland, the Lea Bailey, the Lea Hamlet, Aure, East Dean, and parts of the extra-parochial lands of Her Majesty's Forest of Dean, or some of them, all in the county of Gloucester.

And it is intended, by and in the said Bill, to apply for powers to enable the company to be thereby incorporated to make and maintain a dock or docks, basin or basins, with all necessary wharfs, works, and conveniences connected therewith, on certain lands called Berry Close, in the said extra-parochial place called the South Hamlet, in the county of Gloucester, bounded on the north and east by land belonging to the Gloucester and Berkeley Canal Company, on the south by the road leading from Lanthony Bridge to Hempstead, in the county of Gloucester, and by lands of Samuel Baker, Esquire, and others, and on the west by the river Severn, the waters of which river and of the said Gloucester and Berkeley Canal, or one of them, will flow or proceed into and supply the said docks or basins.

And it is intended to apply for powers to make lateral deviations from the line of the said railway and branches, docks, and works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, paths, passages, sewers, water and watercourses, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway, branches, docks, and works, and particularly a certain turnpike-road, leading from Gloucester towards Maisemore, in the county of Gloucester, situate in the said parish of Maisemore, and in the town Ham, supposed to be extra-parochial in the same county.

And notice is hereby further given, that duplicate plans and sections of the said railway and branches, docks, and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and with the Clerk of the Peace for the city of Gloucester and county of the same city, at his office in Gloucester, on or before the thirtieth day of November instant; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections, as relates to each parish in or through which the said railway and branches, docks, and works, are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode; and a copy of so much of the said plans and sections, as may relate to the lands of Her Majesty, in the said township of East Dean, in the said Forest of Dean, through which the said works are proposed to be made, together with a book of reference thereto, will be deposited in the Speech House in the said Forest.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with

the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said railway and branches, docks, and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish, exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also intended to apply for powers in the said Bill to enable the Gloucester and Cheltenham Railway Company to sell or lease that portion of the railway or tramroad belonging to the said company, lying between the quays in the city of Gloucester and the station of the Birmingham and Gloucester Railway Company, at Gloucester, in the parish of Saint Catherine aforesaid, or any part thereof; or to enter into any other agreement or arrangement with the company to be incorporated by the said Bill; and to enable the company so to be incorporated to purchase or lease such portion of the said railway and works as aforesaid, or any part thereof, or enter into any agreement or arrangement with the said Gloucester and Cheltenham Railway Company, and for those purposes to alter, amend, or enlarge the following Acts, that is to say; an Act, passed in the forty-ninth year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a railway or tramroad from the river Severn, at the Quay in the city of Gloucester, to or near to a certain gate in or near the town of Cheltenham, in the county of Gloucester, called the Knapp Toll-gate, with a collateral branch to the top of Leckhampton Hill, in the parish of Leckhampton, in the said county;" and also another Act, passed in the fifty-fifth year of the reign of His said Majesty, intituled "An Act for enabling the Gloucester and Cheltenham Railway Company to raise a further sum of money for the completion of their works."

Dated this eleventh day of November 1844.

Whitcombe, Helps, and Wemyss, Gloucester.

Doncaster and Salter's Brook Turnpike Road.

NOTICE is hereby given, that application is intended to be made to Parliament during the next session, for leave to bring in a Bill, and to obtain an Act, to continue the term, and to alter, amend, and enlarge the powers and provisions contained in an Act, passed in the seventh year of the reign of His late Majesty, King George the Fourth, intituled "An Act for more effectually improving the roads from Doncaster to Salter's Brook-bridge, and for diverting and altering the said roads, and making certain branches therefrom, all in the county of York;" and also to obtain powers, to enable the trustees of the said turnpike road, to alter, widen, improve, add to, or divert certain parts of the said turnpike road, and the several diversions and branches of roads, authorised to be made by the same Act, which said turnpike road, and the several diversions and branches of roads, lie in, or pass through, the several townships, hamlets, or places of Doncaster, Bentley, Cusworth, Scausby otherwise Scorsby

Hall, Marr, Hickleton, Goldthorpe otherwise Goldthorpe, Bolton otherwise Bolton-upon-Dearne, Billingley, Darfield, Ardsley, Barnsley, Dodsworth, Stainborough, Silkstone, Thurgoland, Oxspring, Hoylandswaine, Penistone, Thurlstone, and Langsett; and the several parishes of Doncaster, Arksey, Sprotsbrough, Brodsworth, Marr, Hickleton, Bolton-upon-Dearne, Darfield, Silkstone, and Penistone, all in the west riding of the county of York.—Barnsley, sixth of November 1844.

By order,

Geo. Keir, Solicitor.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to enable a company incorporated under the name of The Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames, from time to time to invest on mortgage any monies, constituting for the time being, a fund known as the "Endowment Fund of the Free Watermen's and Lightermen's Asylum," which is now under the control and disposition of the said company; and also any monies constituting, for the time being, another fund known as "The Poor's Fund;" also under the control and disposition of the same company, by virtue of four several Acts of Parliament, videlicet; an Act, passed in the tenth year of the reign of King George the Second, intituled "An Act for explaining and amending an Act, passed in the ninth year of the reign of His present Majesty, intituled 'An Act for building a bridge cross the river Thames, from the New Palace-yard, in the city of Westminster, to the opposite shore in the county of Surrey;" another Act, passed in the twenty-ninth year of the reign of King George the Second, intituled "An Act for building a bridge across the river Thames, from Black Fryars, in the city of London, to the opposite side, in the county of Surrey;" another Act, passed in the forty-ninth year of the reign of King George the Third, intituled "An Act for building a bridge across the river Thames, from or near Vauxhall Turnpike, in the parish of Saint Mary Lambeth, in the county of Surrey, to the opposite shore, in the parish of Saint John, in the city and liberty of Westminster and county of Middlesex, and for making convenient roads thereto;" and another Act, passed in the seventh and eighth years of the reign of King George the Fourth, intituled "An Act for the better regulation of the watermen and lightermen on the river Thames, between Yantlet Creek and Windsor;" and also to enable the said company to purchase, acquire, and hold lands, and to acquire and enjoy personal property upon the same trusts as they hold the said two funds.

And notice is also given, that it is intended to alter, amend, or enlarge so much of the said four several hereinbefore recited Acts as may be necessary for effecting the objects aforesaid.—Dated the fourteenth day of November 1844.

Clark and Cooper, Sessions-house, Old Bailey, Solicitors for the said Bill.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, commencing at or near the North-gate, in the parish of Saint James, in Bury Saint Edmunds, in the county of Suffolk, and to terminate by a double junction with the line of a railway at present authorized to be made between Cambridge, Brandon, and Peterborough, one of such junctions being in a field near the Paper-mill's turnpike road, and the other in a field near the river Cam, both in the parish of Saint Andrew the Less otherwise Barnwell, within the liberty of the borough of Cambridge, in the county of Cambridge, which said intended railway, and the works and conveniences connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places hereinafter-mentioned, that is to say; Saint James in Bury Saint Edmunds, Saint Mary in Bury Saint Edmunds, Westley, Fornham Saint Martin, Fornham All Saints, Fornham Saint Geneveve otherwise Geneveve otherwise Geneveve otherwise Genovieve otherwise Jenophesa, Hengrave otherwise Hingrave, Great Saxham, Little Saxham, Flempton, Lackford, Risby, Cavenham, Barrow, Higham, Needham, Gazely, Herringswell, Tuddenham, Kentford, Kennett, Moulton, Newmarket Saint Mary, Exming, or some of them, in the county of Suffolk; Kennett, Chippenham, Snailwell, Newmarket All Saints, Burwell, Reach, Swaffham Prior otherwise Great Swaffham, Swaffham Bulbeck otherwise Little Swaffham, Bottisham, Quy cum Stowe otherwise Stowe cum Quy, Teversham, Chesterton, Horningsea otherwise Horningsey, Fen Ditton, Saint Andrew the Less otherwise Barnwell, or some of them, in the county of Cambridge.

And it is intended, by the said Act or Acts, to authorize the purchase of houses and lands by compulsion, and the levying of rates, tolls, and duties in respect of the use of the said intended railway, and to vary or extinguish all rights and privileges connected with such lands and houses, or which would impede or interfere with the object of the said Act or Acts.

And it is further proposed, by such Act or Acts, to take powers of stopping up, diverting, or altering all roads, highways, streams, rivers, canals, railways, sewers, pipes, or aqueducts within the parishes, townships, and places aforesaid, which it may be necessary to stop up, alter, or divert, for the purpose of making and maintaining the said intended railway and works.

And it is further proposed, by such Act or Acts, to enable the Eastern Counties Railway Company to carry into effect the said intended undertaking, or otherwise, to incorporate a company for the purpose, with powers to sell, or let, and transfer the same, or any part thereof, and all or any of their powers and privileges in relation thereto, to the said Eastern Counties Railway Company, and to

enable the said last-mentioned company to purchase or rent the same, and to use, exercise, and enjoy such powers and privileges.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections describing the line and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, respectively, will be deposited, for public inspection, with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmunds, in the same county; and with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge, in the same county; and that, copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of such parishes at their respective residences.—Dated the fifth day of November 1844.

Roy, Blunt, Johnstone, and Walton,
42, Lothbury, London, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for making and maintaining a railway or railways, with all proper necessary and convenient stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith; which said railway or railways is or are intended to commence at or near to the Kew-road, in the parish of Richmond, in the county of Surrey, by a junction there with a certain intended railway, called, or to be called, the Richmond and West End Junction Railway, and to terminate at or near the south-east side of the town of Staines, in the parish of Staines, in the county of Middlesex; and which said railway or railways is, or are intended, to pass from, into, or through the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Richmond, in the county of Surrey, and Twickenham, Isleworth, Hampton, Teddington, Hanworth, Sunbury, Feltham, Shiperton, High Halliford, Ashford, Littleton, Laleham, and Staines, all in the said county of Middlesex.

And notice is hereby also given, that it is intended to apply for powers in the said Act, to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also, to levy and collect tolls, rates, or duties upon or in respect of the said railway or railways, and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and it is also intended to apply for powers in the

said Act, to make lateral deviations from the line or lines of the said railway or railways, and works, to the extent or within the limits defined upon the plans, to be deposited as hereinafter-mentioned; and also, to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, rivers, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway, or railways and works.

And further notice is hereby given, that on or before the thirtieth day of November instant, plans and sections of the said railway or railways, and works, with duplicates of the same, and a book of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the said county of Surrey, at his office at Lambeth, in such county; and also with the Clerks of the Peace for the said county of Middlesex, at his office at Clerkenwell, in such county; and, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes hereinbefore-mentioned, will be deposited, for public inspection, with the parish clerk of each such parish, at his place of abode.—Dated this eleventh day of November 1844.

*Roy, Blunt, Johnstone, and
Walton, No. 42, Lothbury,
London,
William Chapman, Richmond,* } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a company, and to give to such company power to make and maintain a railway, commencing by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, now in course of construction, at or near Osborne-street, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Brightside Bierlow, Brightside, Sheffield, Attercliffe, Darnall, Attercliff cum Darnall, Handsworth, Catcliffe, Orgreave, Rotherham, Handsworth Woodhouse, Woodhouse, Aston, Aughton, Aston cum Aughton, Aston with Aughton, Wales, Waleswood, Todwick, Treeton, Harthill, Woodall, Harthill cum Woodall, Harthill with Woodall, Kiveton, North and South Anston, North Anston, South Anston, Church Anston, Chapel Anston, Anston, Salvin, Thorpe Salvin, Thorpe, and Netherthorpe, or some of them, in the west riding of the county of York; Beighton, Hackenthorpe, Killamarsh, and Eckington, or some or one of them, in the county of Derby; Shireoaks, Haggonfield, Gateford, Worksop, Radford, Low Town, Scofton, Osberton, Kilton, Rayton, Ryton, Manton, the Chesterfield and Stockwith Canal, the Chesterfield Canal, Babworth, Rushy Inn, Morton, Great Morton, Little Morton, Upper Morton, Morton

Grange, Upper Morton Grange, Hanby, Elksley, Ordsall, Retford, West Retford, East Retford, South Retford, Thrumpton, White Houses, Eaton, Clarborough, Clareborough, Moorgate, Moorgate and Spittal Hill, Welham Spittal, Bolham, Bolham, Little Gringley, Gringley, Grove, Hayton, Tyla, Sturton, Sturton-le-Steeple, Sturton-in-the-Clay, Fenton, North Leverton, Hablesthorpe otherwise Apesthorpe, Hablesthorpe, Apesthorpe, Applesthorpe, Alblesthorpe, or some of them, in the county of Nottingham; and to terminate at or near a place known by the name of Whinleys otherwise Welham Whinleys, in the township or hamlet of Welham, in the parish of Clarborough otherwise Clareborough, in the said county of Nottingham, and thence by means of two diverging communications or branches, one of such communications or branches, to commence by a junction with the said main line, at or near the said place, known by the name of Whinleys otherwise Welham, Whinleys, in the said township or hamlet of Welham, in the said parish of Clarborough otherwise Clareborough; and to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Clarborough, Clareborough, Welham, Sturton, Sturton-le-Steeple, Sturton-in-the-Clay, Fenton, North Leverton, Hablesthorpe otherwise Apesthorpe, Hablesthorpe, Apesthorpe, Applesthorpe, Alblesthorpe, Wheatley, South Wheatley, North Wheatley, Burton, West Burton, Bole, Saundby, Beckingham, Trentport, South Deverton, or some of them, in the county of Nottingham; Trent Bridge, Gainsborough Bridge, Gainsburgh Bridge, the River Trent Navigation, or some or one of them, in the said county of Nottingham, or in the parts of Lindsey, in the county of Lincoln, both or one of them, or partly in the said county of Nottingham, and partly in the said parts of Lindsey, in the said county of Lincoln; and Lea, No Man's Land, and Burton Round, or some of them, in the parts of Lindsey, in the county of Lincoln, and to terminate at or near the Port of Gainsborough otherwise Gainsburgh, upon or near the bank or wharf on the west side of the river Trent, in the said parish of Beckingham, in the said county of Nottingham; and the other of such communications or branches, to commence by another junction with the said main line, at or near the said place known by the name of Whinleys otherwise Welham Whinleys, in the said Hamlet of Welham, in the said parish of Clarborough otherwise Clareborough; and to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Clarborough, Clareborough, Welham, Sturton, Sturton-le-Steeple, Sturton-in-the-Clay, North Leverton, South Leverton, Treswell, Cottam, Rampton, Stokcham, Laneham, Low Laneham, High Laneham, Dunham, Thorney, Harby, North Clifton, South Clifton, Clifton, Broadholme, the River Trent Navigation, or some of them, in the county of Nottingham, Saxelby, Saxelby with Ingleby, Ingleby, Ingoldby, the River Trent Navigation, or some of them, in the said county of Nottingham, or in the said parts of Lindsey, in the said county of Lincoln, or both or one of them, or partly in

the said county of Nottingham, and partly in the said parts of Lindsey, in the said county of Lincoln; Laughterton, Fenton, Kettlethorpe, Newton Hardwick, Torksey, Hardwick Busdike, Hardwick Common, Ingoldby, or some of them, in the said parts of Lindsey, in the county of Lincoln; Dodington, Skellingthorpe, and Boltham, or some of them, in the parts of Kesteven, in the county of Lincoln, Bracebridge, Canwick, Canwick Common, The Holmes, The Holmes Common, or some of them in the said parts of Kesteven, in the said county of Lincoln, or in the city of Lincoln and county of the same city, or both, or one of them, or partly in the said parts of Kesteven, and partly in the said city of Lincoln and county of the same city; and Saint Benedict, Saint Botolph, Saint John, Saint John in Newport, Saint Margaret-in-the-Close, Saint Margaret, Saint Mark, Saint Martin, Saint Mary Magdalene-in-the-Bail, Saint Mary Magdalene, Saint Mary-le-Wigford, Saint Michael on the Mount, Mere Hospital, the Liberty of the Monks, Monk's Liberty, Saint Nicholas in Newport, Saint Nicholas, Saint Paul-in-the-Bail, Saint Paul, Saint Peter-at-Arches, Saint Peter-in-Eastgate, Saint Peter-at-Gowts, Saint Swithin, The Palace, the Liberty of Beaumont Fee, Brayford, Brayford Mere, the Bail of Lincoln, the Close of Lincoln, the city Bail and Close of Lincoln, or some of them, in the city of Lincoln and county of the same city, and to terminate at or near the High-street, in the parish of Saint Mark, in the said city of Lincoln and county of the same city.

And also, power to make and maintain a branch railway from and out of the said intended main line of railway, in the said parish of Handsworth, in the west riding of the said county of York, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Handsworth, Handsworth Woodhouse, and Woodhouse, or some or one of them, in the west riding of the said county of York; and Beighton, Hackenthorpe, Killamars, and Eckington, or some or one of them, in the said county of Derby, and terminating by a junction with the Midland Railway, otherwise called the North Midland Railway, in the said parish of Beighton, in the said county of Derby.

And also, power to make and maintain another branch railway from and out of the said intended main line of railway, in the said parish of Aston cum Aughton, otherwise Aston with Aughton, in the west riding of the said county of York; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Aston, Aston cum Aughton, Aston with Aughton, and Aughton, or some or one of them, in the west riding of the said county of York; and terminating by another junction with the said Midland Railway, otherwise called the North Midland Railway, in the said parish of Aston cum Aughton, otherwise Aston with Aughton.

And it is intended to take powers to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial places before-mentioned, or some of

them, for the working and using the said respective lines of railway and branch railways; and also to authorize junctions with any railway or railways, at the commencements or terminations, or in the line or course of the said lines of railway and branch railways, as before described, in the several parishes, townships, and extra-parochial places aforesaid.

And in such Bill, power will be applied for to deviate from the line or lines laid down on the plans hereinafter-mentioned, to the extent thereon defined; and to vary or alter all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of the said respective lines of railway, and branch railways, or of the works connected therewith respectively.

And it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and for power to vary or extinguish any existing rights or privileges which might in any manner impede or interfere with the construction, maintenance, or use of the said respective lines of railway and branch railways, and the works connected therewith respectively, and to confer other rights and privileges.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates or duties for and in respect of the use of the said respective lines of railway, and branch railways, and other works.

And notice is hereby also given, that duplicate plans and sections, describing the line and situation of the said intended lines of railway and branch railways, and other works, and the lands and other property to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and other property, will, on or before the thirtieth day of November next, be deposited, for public inspection, at the respective offices of the several Clerks of the Peace of the several counties, ridings, and divisions, at the several places following, viz., for the west riding of the said county of York, at Wakefield; for the county of Derby, at Chesterfield; for the county of Nottingham, at Newark-upon-Trent; for the parts of Lindsey, in the said county of Lincoln, at Spilsby; for the parts of Kesteven, in the said county of Lincoln, at Sleaford; and for the city of Lincoln, and county of the same city, at Lincoln; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections, and books of reference, as relates to each of the parishes aforesaid, in or through which the said railways, and branch railways, and other works will be made, will be deposited, for public inspection, with the parish clerks of each such parish.—Dated this 31st day of October 1844.

*Smith and Hinde,
Haywood, Bramley, and Gainsford,
Joint Solicitors, Sheffield.*

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Great Western Railway, at or near the town of Reading, in the parish of St. Mary Reading, and county of Berks; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, St. Mary Reading, Coley, Whitley, St. Lawrence Reading, St. Giles Reading, Southcot, Calcot, Tilehurst, Burghfield, Burghfield-green, Pingewood, Sheffield, Theale, Englefield, Sulhampstead Abbots otherwise Chilhampstead, Sulhampstead Bannister, and Lower Sulhampstead Bannister, in the county of Berks; Grazely or Graislely, in the counties of Berks and Wilts, or one of them; Ufton, Ufton Nervet or Nermets, Ufton Greysall, Padworth, Aldermaston, Beenham, Brimpton, Wasing, Woolhampton otherwise Upper Woolhampton, Lower Woolhampton, Thatcham, Greenham, Henwick, Pilehill, Thatcham borough, Crookham, Coldash, Parsonage, Coldrop or Colthorp, Awberry-street, Chamberhouse, Midgham, Shaw, Shaw cum Donnington, Speen, Wood Speen, Church Speen, Speenhamland, Marsh Benham, Bagnor, Stock Cross, Newbury, Enborne, Boxford, Hampstead Marshall, Kintbury, Kintbury Eaton, Denford, Kintbury Amesbury, Holt, Avington, Welford, Wickham, Hoe Benham, Easton, Weston, Inkpen, Edington, Hidden, Hungerford New-town or New-town, and Sanden-fee, in the county of Berks; Hungerford and Charuham-street, in the counties of Berks and Wilts, or one of them; and terminating at or near the town of Hungerford, in the said parish of Hungerford; and also to authorise the construction and maintenance of a railway, with all proper works and conveniences connected therewith, diverging out of the said last-mentioned intended railway, in the said parish of St. Mary Reading; passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, St. Mary Reading, Southcot, Coley, St. Lawrence Reading, St. Giles Reading, Tilehurst, Sheffield, Sulhampstead Abbots otherwise Chilhampstead, Sulhampstead Bannister, Lower Sulhampstead Bannister, Beech Hill, Whitley, Calcot, Burghfield, Burghfield-green, Pingewood, Oakfield otherwise Wokefield and Padworth, all in the said county of Berks; Stratfield Mortimer, Shinfield, Hartley Prior otherwise Hartley Dummer, Grazely otherwise Graislely, Arborfield, and Swallowfield, in the counties of Wilts and Berks, or one of them; Mortimer West End, Strathfield Turgis, Silchester, Bramley-green, Strathfieldsaye, Basing otherwise Old Basing, Bramley, Hartley-Westpall, Rotherwick, Sherfield-upon-Loddon, Pamber, Sherborne St. John, Monk-Sherborne, Chineham otherwise Chinham, Woodgarston, Cuffell otherwise Cuffaud, Water End, Newnham, Wootton-St. Lawrence, Worting, Nateley Scures, Up Nateley, and Basing-

stoke, or St. Michael Basingstoke, all in the county of Southampton, and terminating at or near the Basingstoke Station of the London and South Western Railway, in the parish of Basingstoke or St. Michael Basingstoke.

And it is also intended, by such Act or Acts, to take power to alter or divert or to stop up, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works.

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to empower the Great Western Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for such purpose, and to take powers for the purchase of land, by compulsion or agreement, for the purposes thereof; and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And, in the event of a company being incorporated as aforesaid, it is further intended, by such Act or Acts, to enable such company to sell, or let, or transfer the said intended railways and works, or either of them, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, to the said Great Western Railway Company, and to enable the last-mentioned company to purchase, or rent, or construct the said intended railways and works, or either of them, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Great Western Railway Company and the company to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections, shewing the line and levels of the said intended railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Berks, at his office in Abingdon; with the Clerk of the Peace for the county of Southampton, at his office in Winchester; and

with the Clerk of the Peace for the county of Wilts, at his office in Wilton; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works, or either of them, are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

W. O. and W. Hunt, No. 10, Whitehall.

Osborne, Ward, and Co. Bristol.

November, 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to make a railway, with proper works or conveniences connected therewith, commencing by a junction with the London and South Western Railway, near the Weybridge station, in the parish of Weybridge, in the county of Surrey, and ending near the town of Windsor, in the parish of New Windsor, in the county of Berks, with a branch from the main line thereof, to or near Staines-bridge, in the parish of Egham, in the said county of Surrey, and which said railway, works, and conveniences are intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial, and other places of Weybridge, Woodham, Chertsey, Egham, and Thorpe, or some or one of them, in the county of Surrey; Laleham and Staines, or one of them, in the county of Middlesex; Englefield, Clewer, Old Windsor and New Windsor, or some or one of them, in the county of Berks; and Wyrardisbury otherwise Wraysbury, Horton, Datchett, and Upton, or some or one of them, in the county of Buckingham, and which said branch railway will be wholly made in the said parish of Egham.

And notice is hereby further given, that a plan and section of the said proposed railways and works, and also a duplicate of such plan and section, with a book of reference thereto, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace, for the said county of Surrey, at his office in North-street, Lambeth, in the same county; and with the Clerk of the Peace for the said county of Middlesex, at his office, at Clerkenwell, in the said last-mentioned county; with the Clerk of the Peace for the said county of Berks, at his office at Abingdon, in the said last-mentioned county; and with the Clerk of the Peace for the said county of Bucks, at his office at Aylesbury, in the said last-mentioned county; and a copy of so much of the said plan and section as relates to each parish, in or through which the said proposed railways are intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken in, and by the said Act

to deviate in the construction of the said proposed railways and works, to such extent as will be defined on the said plans, and to alter and divert such highways, roads, canals, navigations, rivers, and watercourses, within these several parishes, townships, and extra-parochial places aforesaid, as it may be necessary to alter or divert, for the purposes of the said proposed railways and works; and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges, in any manner connected with such lands and houses, and for the levying of tolls, rates, and duties, upon, or in respect of the said proposed railways and works.

And notice is hereby further given, that by the said Act it is intended to incorporate a company for the purpose of making and maintaining the said proposed railways and works; and to authorize such company to demise or sell the same, or any part thereof to the London and South Western Railway Company, or to agree with the said last-mentioned company, for the making, execution, maintenance, use, and working thereof, or any part thereof; and also to authorize the said London and South Western Railway Company, to hire or purchase, or to make, execute, and maintain, use, and work, or to enter into an agreement for the making, execution, maintenance, use, and working of the said proposed railways and works, or any part thereof; and to take tolls, rates, or duties upon or in respect thereof.

Dated the ninth day of November 1844.

Bircham and Dalrymple, Bedford-row,
London, Solicitors to the said Undertaking.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from London to Southampton," and of an Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to alter the line of the London and Southampton Railway, and to amend the Act relating thereto," and of an Act passed in the second year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and Southampton Railway Company, hereafter to be called the London and South Western Railway Company, and to make a branch railway to the port of Portsmouth," and of an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and South Western Railway Company," and of an Act passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and South Western Railway Company, and to authorize an agreement between the said company and certain inhabitants of Wandsworth and Battersea, respecting an alleged loss in their supply of water,"

and of an Act passed in the eighth year of Her present Majesty Queen Victoria, intituled "An Act to make a branch railway from the London and South Western Railway to Salisbury," and of an Act passed in the same year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and South Western Railway, and to authorize an extension of the said railway and other works, at or near the Nine Elms station."

And in the said Bill or Bills, or in some Bill to be introduced into Parliament in the next session, powers will be contained authorizing the London and South Western Railway Company to take on lease, or to purchase the Guildford Junction Railway, or to enter into any agreement or agreements with the Guildford Junction Railway Company, with reference to that railway or to the powers vested in the last-mentioned company, and to enable the said Guildford Railway Company to grant such lease, or make such sale, and enter into any such agreement as aforesaid, and for that purpose to alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, intituled "An Act for making a railway from the London and South Western Railway to Guildford, in the county of Surrey."

And notice is hereby further given, that in the said Bill or Bills, or in some other Bill or Bills to be introduced into Parliament in the next session, powers will be contained authorizing the said London and South Western Railway Company to amalgamate or unite the said London and South Western Railway with, and either alone or jointly with any other company, body, or persons, to rent on lease for a term of years, or in perpetuity, or to purchase, any railway already made, or in progress, or in contemplation, together with all powers, rights, and privileges vested or to be vested in the companies, bodies, or persons authorized or to be authorized to construct any such railways, and, either alone or jointly as aforesaid, to hold, use, exercise, and enjoy the same, subject to such terms and conditions as may be, or may have been agreed on between the said London and South Western Railway Company, and any such other companies, bodies, or persons respectively; and to enter into, and give effect to all such covenants and agreements as may be necessary or expedient with reference to the purposes aforesaid; and also to enable the said several other companies, bodies, and persons respectively to concur in any such amalgamation or union, hiring, and purchase, and to grant such leases, and make such sales, and transfer such powers, rights, and privileges, and enter into and give effect to all such operations, covenants, and agreements as aforesaid.—Dated the 9th day of November 1844.

Bircham and Dalrymple, 15, Bedford-row,
London, Solicitors for the proposed Bill
or Bills.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the London and South-Western Railway Company to make a railway, with proper works and conveniences in connection therewith, from the London and South Western Railway, near Hook Pit Farm, in the parish of King's Worthy, in the county of Southampton, to join the Salisbury branch of the said London and South Western Railway, in the parish of Mottisfont, in the same county, and which said intended railway will commence by a junction with the said London and South Western Railway, in or near a field, in the occupation of Mr. Richard Bailey, numbered on the original plan of the same railway, 4, in the said parish of King's Worthy, and will terminate by a junction with the said Salisbury branch of the same railway, in or near a wood, reputed to belong to, and in the possession of Sir John Barker Mill, Baronet, numbered on the plan of the same branch railway, 13, in the said parish of Mottisfont, and which said railway, works, and conveniences, are intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places, of Mitcheldever, King's Worthy, Abbott's Worthy, Headbourne Worthy, Stoke Charity, Littleton, Lainston, Ashley, Crawley, Sparsholt, Up Somborne otherwise Upper Sombourn, Rookley, Little Somborne, King's Somborne, Horsebridge, Compton Brook, Houghton Drayton, Drayton, Elton otherwise Upper Eldon Farm, Lower Elton, Bossington, Pittleworth, Stockbridge, Blackmoor, Broughton, East Tytherley otherwise East Tuderley, Spearewell otherwise Spirewell, Awbridge, Michaelmarsh, otherwise Mitchelmersh, Lockerley, Timsbury, Kimbridge, and Mottisfont, otherwise Mottistone, all in the said county of Southampton.

And notice is hereby further given, that a plan and section of the said proposed railway and works, and also a duplicate of such plan and section, with a book of reference thereto, will be deposited, for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the said county of Southampton, at his office, at Winchester, in the same county; and a copy of so much of such plan and section as relates to each parish, in or through which the said proposed railway is intended to be made, together with a book of reference thereto, will be deposited on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken in and by the said Act, to deviate in the construction of the said proposed railway and works, to such extent as will be defined on the said plans; and to alter and divert such highways, roads, canals, navigations, rivers, and watercourses, within the several parishes, townships, and extra-parochial places aforesaid, as it may be necessary to alter or divert, for the purposes of the said proposed railway and works; and also powers for the compulsory purchase of

lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses; and for the levying of tolls, rates, and duties, upon or in respect of the said proposed railway and works.—Dated the seventh day of November 1844.

Bircham and Dalrymple, 15, Bedford-row, London, Solicitors to the said undertaking.

Guildhall, London, eighth November 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to amend an Act passed in the fourteenth year of the reign of King George the Third, intituled "An Act more effectually to improve and complete the navigation of the river Thames, westward of London-bridge, within the liberties of the city of London, and to prevent any vessel or barge from being moored in Taplow Mill stream, in the county of Bucks;" also an Act passed in the seventeenth year of the reign of King George the Third, intituled "An Act for enabling the Mayor, Aldermen, and Commons of the city of London to purchase the present tolls and duties payable for navigating upon the river Thames, westward of London-bridge, within the liberties of the city of London, and for laying a small toll in lieu thereof, for the purpose of more effectually completing the said navigation, and for other purposes;" also an Act passed in the fiftieth year of the reign of King George the Third, intituled "An Act for amending, altering, and enlarging the powers of two Acts, passed in the fourteenth and seventeenth years of His present Majesty, in relation to the navigation of the river Thames, westward of London-bridge, within the liberties of the city of London, and for the further improvement of the said navigation;" also an Act passed in the fifty-second year of the reign of King George the Third, intituled "An Act for altering, amending, and enlarging the powers of three Acts of His present Majesty, for improving the navigation of the river Thames, westward of London-bridge, within the liberties of the city of London, and for further improving the said navigation;" also an Act passed in the fifty-fourth year of the reign of King George the Third, intituled "An Act for altering, amending, and enlarging the powers of four Acts of His present Majesty, for improving the navigation of the river Thames, westward of London-bridge, within the liberties of the city of London, and for further improving the said navigation;" and also an Act passed in the fifth year of the reign of King George the Fourth, intituled "An Act to enable the Mayor, and Commonalty, and Citizens of the City of London, to raise a sum of money, at a reduced rate of interest, to pay off the monies now charged on the tolls and duties payable by virtue of four Acts of the reign of His late Majesty King George the Third, for improving the navigation of the river Thames, westward of London-bridge, within the liberties of the city of London."

And it is also intended to levy tolls, rates, and duties on or in respect of the said navigation, and to alter the tolls, rates, and duties authorized to be taken under the said Acts, or some or one of them, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also intended by the said Act to take power to enable the Mayor, and Commonalty, and Citizens of the city of London, to raise a sum of money at a reduced rate of interest to pay off the monies now charged on the tolls and duties payable by virtue of the said four Acts of the seventeenth, fiftieth, fifty-second, and fifty-fourth years of the reign of King George the Third, and of the said Act of the fifth year of the reign of King George the Fourth, or some or one of them; and also to enable the said Mayor, and Commonalty, and Citizens, from time to time, to re-borrow any sum of money, to pay off the monies which shall be then charged on the said tolls and duties.

Edward Tyrrell, City Remembrancer.

Huddersfield Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of an Act, passed in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act for supplying with water the town and neighbourhood of Huddersfield, in the west riding of the county of York;" and for making, constructing, erecting, placing, laying, extending, carrying, providing, repairing, and maintaining additional waterworks, reservoirs, feeders, aqueducts, conduits, pipes, cuts, channels, drains, dams, goits, engines, buildings, and other erections, works, and conveniences, for the purpose of collecting, impounding, supplying, and distributing water within the said town and neighbourhood of Huddersfield; and which said additional waterworks, reservoirs, feeders, aqueducts, conduits, pipes, cuts, channels, drains, dams, goits, engines, buildings, and other erections, works, and conveniences are intended to be made, constructed, erected, placed, laid, extended, provided, and carried from, in, through, and into the several parishes, townships, and extra-parochial places of Golcar, Longwood, Lindley cum Quarmbly, Marsh, Paddock, and Huddersfield, all within the west riding of the county of York, or some of them, or some part or parts thereof respectively.

And it is also intended to take power by the said Act, for levying or collecting tolls, rates, duties, or rents for or in respect of the proposed new works, upon and from all parties deriving a supply of water therefrom, and for granting such exemptions from the payment of such, tolls, rates, duties, and rents as may be deemed expedient.

And it is also proposed by the said intended Act to take powers to purchase by compulsion, or otherwise, lands and houses for the purposes of such intended new works, and to divert and appropriate

to the purposes of such intended new works, the water flowing down, or passing through or from, as well the several springs or sources of water mentioned in the said recited Act, as also the water flowing down, or passing through or from certain springs or streams known as the Holling Hall and Bunney Clough Springs, in the several parishes, townships, and extra-parochial places of Golcar, Longwood, Lindley cum Quarmbly, Marsh, Paddock, and Huddersfield aforesaid, or some of them, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands and houses, springs and streams, or which would in any manner impede or interfere with the construction and maintainance of the said intended new works, and to confer other rights and privileges.

And it is further proposed by the said intended Act, to extend the time limited by the said recited Act for the purchase, by compulsion or otherwise, of the lands and houses, or some of them, authorized by the said recited Act, to be taken and used for the purposes thereof, or to revive the powers granted by the said Act for such purchase.

And notice is hereby further given, that, on or before the thirtieth day of this present November, duplicate plans and sections of the said intended new works, together with books of reference thereto, will be deposited with the Clerk of the Peace for the said west riding of the county of York, at his office at Wakefield; and that, on or before the thirty-first day of December next, a copy of the said plan, section, and book of reference will be deposited with the parish clerk of the parish of Huddersfield, at the residence of such parish clerk.—Dated the seventh day of November 1844.

W. Barber, Solicitor.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill, for an Act authorizing the making and maintaining of a railway or railways, with proper works and conveniences to be connected therewith, and approaches thereto, commencing by a junction with the South Western Railway, at a point between the Woking Common and Weybridge stations, and terminating in the town of Windsor, at a point near to the junction of Peascod-street and High-street; which said railway or railways, works, conveniences, and approaches, are intended to pass from, through, in, or into, or be situate, in the several parishes, townships, townlands, and extra-parochial places of Woking, Pirford, Horsell, Wisley, Woodham Byfleet, Chobham, Weybridge, Adlestone, Chertsey, Thrope, Egham, and Englefield, in the county of Surrey; Laleham and Staines, in the county of Middlesex; Old Windsor, New Windsor, and Clewer, in the county of Berks, or some of them.

And it is also intended by the said Act, to incorporate a company for the purpose of carrying into effect the said intended railway or railways, and to apply for powers for the purchase, by compulsion or agreement, of lands and houses and to

levy and take tolls, rates, and sums of money upon and in respect of the use of the said railway or railways, and to confer, vary, or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of the said undertaking, and any exemption from payment of tolls, rates, or duties that may be required with other rights and privileges.

And notice is hereby further given, that plans, sections, and books of reference, in accordance with the standing orders of Parliament, will be deposited with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and with the Clerk of the Peace for the county of Middlesex, at his office Sessions House, Clerkenwell; and with the Clerk of the Peace for the county of Berks, at his office in Abingdon, on or before the thirtieth of November, one thousand eight hundred and forty-four; and with the parish clerks of the parishes above-mentioned, at their respective residences, on or before the thirty-first day of December, one thousand eight hundred and forty-four.

Dated this twelfth day of November, 1844.

William Chapman, Richmond.

Newcastle and Darlington Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of the following Acts relating to the Newcastle and Darlington Junction Railway, namely; an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for completing the railway communication between the towns of Newcastle-on-Tyne and Darlington, by a railway, to be called the Newcastle and Darlington Junction Railway, with a branch to the city of Durham;" another Act, passed in the session holden in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act to authorize certain alterations in a portion of the line of the Great North of England Railway, and for vesting the same in the Newcastle and Darlington Junction Railway Company;" another Act, passed in the session holden in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for authorizing the sale of the Durham Junction Railway, to the Newcastle and Darlington Junction Railway Company, and for enabling the said company to make a station at Gateshead, with a bridge and approaches to connect the said last-mentioned railway with the town of Newcastle-upon-Tyne, and for other purposes;" and in the said intended Act provision will be made for enabling the said Newcastle and Darlington Junction Railway Company to increase their capital, and to contribute or subscribe towards the establishment and maintenance of, or to purchase, or rent and use, and if need be, to complete such other undertakings as the said company may deem beneficial to their interests, and as may be sanctioned by Parliament.—Dated the 31st day of October 1844.

The North Wales Mineral Extension Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize an extension of the North Wales Mineral Railway, as at present authorized to be made, with all proper works and conveniences connected therewith, commencing near the terminus at the Wrexham end of the same line, in the township of Wrexham Regis, and thence passing from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Wrexham, Wrexham Regis, Broughton, Wrexham Abbott, Bersham, Gresford, Erthig, Esclusham Below, Moreton Below, Bodylton, Rhyddalt, Christionydd Kenrick, Coed Christionydd, Dynhiale Ucha, and Ruabon, all in the county of Denbigh, and terminating at or near Cefn Mawr, with a branch from such extension line, leaving the line at or in the parish of Christionydd, in the said county of Denbigh, and to enable the North Wales Mineral Railway Company to construct and maintain such extension; and also to authorize the said North Wales Mineral Railway Company to construct and maintain a branch line or branch lines of railway, with all proper works and conveniences connected therewith, from and out of the main line of railway, commencing at or near Rhos Robin, in the parish of Gresford, in the county of Denbigh, thence passing from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Gresford, Gwersylt, Stansty, Wrexham, Broughton, Brymbo, and Minera, all in the county of Denbigh, and terminating at, in, or near certain limestone rocks, in the township of Minera and parish of Wrexham aforesaid.

And it is also intended to take power in and for the construction of the said intended extension and branch railway, or railways and works respectively, to stop up, alter, and divert all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways within the said parishes, townships, townlands, extra-parochial and other places aforesaid, as it may be necessary to stop up, alter, or divert for the purpose of such proposed extension and branch railway or railways respectively; and also to make lateral deviations in the construction of the said extension and branch railway or railways respectively, from the lines or situations thereof as laid down in the plans to be deposited as hereinafter mentioned, to the extent or within the limits defined on such plans.

And it is also proposed by the said intended Act to enable the North Wales Mineral Railway Company to purchase lands by compulsion or agreement for the purposes aforesaid, and to levy tolls, rates, and duties in respect of the said intended extension and branch railway or railways and works respectively, and to grant such exemptions from such tolls, rates, and duties as to the said company may seem meet.

And it is also intended to vary or extinguish all existing rights or privileges connected with

the lands so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended extension and branch railway or railways respectively, and to confer other rights and privileges.

And for the purpose of making such extension and branch railway or railways as aforesaid it is intended to empower the said North Wales Mineral Railway Company to raise additional capital, and to distribute the same either amongst the present shareholders of the same company or otherwise; and to amend as may be thought expedient the provisions of an Act of Parliament, passed in the seventh and eighth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from the river Dee, in the county of the city of Chester, to Wrexham, in the county of Denbigh, to be called 'The North Wales Mineral Railway.'"

And notice is hereby further given, that duplicate plans and sections of the said proposed extension and branch railway or railways respectively, with books of reference thereto, will be deposited, for public inspection, on or before the thirtieth day of November next, with the Clerk of the Peace for the said county of Denbigh, at his office at Ruthin; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections, as relates to each parish in or through which the said extension and branch railway or railways respectively will pass, with books of reference thereto, will be deposited with the parish clerk of each such parish, at his respective place of abode:—Dated this thirty-first day of October 1844.

Timothy Tyrrell, Guildhall, London.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to extend the term, and to alter, amend, and enlarge the powers and provisions of an Act, passed in the fifth year of the reign of His Majesty King George the Fourth, intituled "An Act for repairing certain roads between Stokenchurch and the borough of New Woodstock, in the county of Oxford, and several other roads communicating therewith," or to repeal the said Act, or certain parts thereof, and to grant further and more effectual powers and provisions in lieu thereof; which said roads lie in, and pass from, in, through, or into, the several parishes, townships, or places of Stokenchurch, Aston Rowant, Lewknor, Postcomb, Adwell, Attington, Tetsworth, Great Haseley, Latchford, Great Milton, Teddington, Chilworth, Holton, Wheatley, Forest-hill, Shotover, Headington, Saint Clement, Saint Giles, Wolvercote, Yarnton, Kidlington, Begbrooke, Hensington, New Woodstock, Beckley, Stanton Saint John, Stowood, Elsfield, Wood Eaton, Noke, Islip, and Bletchington, in the said county of Oxford, and the parishes or places of Saint Clement and Saint Giles, in the suburbs of the city of Oxford, or some of them:

And notice is hereby given, that it is intended to repeal and discontinue the power granted and contained in the present Act, to apply the tolls receivable under the same in repairing the two mileways leading from the city of Oxford, adjoining or communicating with the said roads, viz. the mileway leading from the Dorchester mileway near Magdalen College, and the mileway leading by or from Saint Giles' Church towards Woodstock or otherwise to incorporate the same mileways, or certain parts thereof, with the said turnpike roads which two mileways lie in, or pass, through or into the parishes of Saint Clement and Saint Giles, in the suburbs of the city of Oxford, in the county of Oxford.

And it is also intended to separate the Islip or Enslow branch of the said roads from the other parts of the roads within the trust, and to limit the repair and maintenance of the said branch of road to the tolls to be received or payable from or on the same.

And notice is also hereby given, that it is intended by the said Bill to alter and increase the tolls now authorized to be taken on the said roads and the branches thereof respectively, and to confer, vary, or extinguish certain exemptions from payment of tolls.—Dated this seventh day of November 1844.

NOTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies powers to make and maintain a railway, commencing at a point on the Brandling Junction Railway, near the new station, in the township and parish of Gateshead, in the borough of Gateshead, in the county of Durham, and passing thence by means of a bridge across the river Tyne, into the parishes, parochial chapelries, and townships following, or some of them, that is to say; Saint Nicholas, All Saints, and Saint Andrews, in the town and county of Newcastle-upon-Tyne, and the township of Jesmond, within the boundary of the borough of the said town and county; and through the parish, parochial chapelries, and townships of Gosforth, North Gosforth, South Gosforth, Long Benton, Cox Lodge, East Brunton, West Brunton, Weet-slade, Killingworth, to a point at or near the Fisher-lane, leading from the Morpeth turnpike to the town of Blyth; with powers to construct the said bridge, with stations, communications, works, and other conveniences, within the several parishes, townships, or places before mentioned, and for working and using the said railway, with the powers usually conferred for the compulsory purchase of lands, houses, and other property included in the plans, books, and references after mentioned; and also to levy tolls, rates, and duties, for the use of the said railway and bridge, and to vary or extinguish all or some of the rights and privileges connected with the lands, roads, railways, and tramroads, and works through or across which

the said railway will be made; and that duplicate copies of the plans, sections, and books of reference of the said railway, and other works, will be deposited, for public inspection, at the office of the respective Clerks of the Peace for the counties following, on or before the thirtieth day of November instant, viz., with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; with the Clerk of the Peace for the town and county of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne; with the Clerk of the Peace for the county of Northumberland, at his office within the borough of Newcastle-upon-Tyne; and also that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relate to the several parishes before mentioned through or into which the said railway will pass, or other works be made, will be deposited with the parish clerk of each such parish.—Dated this eleventh day of November, in the year of our Lord, one thousand eight hundred and forty-four.

Shaw and Newstead, Solicitors,
18, Ely-place, London.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the union and consolidation of the traffic and business of the Manchester and Leeds Railway Company, and of the Hull and Selby Railway Company, and for constituting an associated board of directors, or incorporating a company for working the said two railways, and any future extensions or improvements of, or branches from, either of the said two railways, and carrying on the traffic thereof respectively, and to authorize the apportionment and distribution of the profits arising from the said two railways and works connected therewith, between the said Manchester and Leeds Railway Company and the said Hull and Selby Railway Company, and to authorize the said companies respectively to contribute to the expense of making or maintaining any branch or extension of either of the said railways, which either of the said companies now are, or hereafter may be authorized to make, and to apply any capital or sums of money which, under the existing Acts of Parliament relating to the said respective companies, either of them has power to raise to and for the objects and purposes hereinbefore mentioned or referred to; and also to authorize and empower each of the said two railway companies, to raise additional capital for carrying the said objects and purposes into effect, or to enable the said two companies to enter into arrangements upon such terms and conditions as may be mutually agreed upon, for carrying into effect the purposes herein before mentioned; and it is also intended by the said Act to be applied for, to enable such intended associated board of directors or new company (as the case may be) to levy the tolls, rates, and duties for and in respect of the use of the said Manchester and Leeds Railway, and Hull and Selby Railway respectively, which are by the Acts relating to the said railways respre-

tively authorized to be levied, and to exercise any powers now vested in either of the said companies; and to insert in the same Act all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above mentioned; and for the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Manchester and Leeds Railway, passed respectively in the sixth and seventh years of the reign of King William the Fourth, and in the second and third, and in the fourth, and in the seventh years of the reign of Her present Majesty, and of the several Acts relating to the Hull and Selby Railway, passed respectively in the sixth year of the reign of King William the Fourth, and in the sixth year of the reign of Her present Majesty.

Dated this ninth day of November 1844.

Brackenbury and Lewis, Solicitors to the Manchester and Leeds Railway Company.
Phillips and Copeman, Solicitors to the Hull and Selby Railway Company.

Birmingham and Gloucester Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act, passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from Birmingham to Gloucester, with a branch therefrom;" and of an Act, passed in the seventh year of the same reign, intituled "An Act to amend an Act passed in the last session of Parliament for making a railway from Birmingham to Gloucester, to extend the line of the said railway, and to make branches therefrom to the city of Worcester and the town of Tewkesbury;" and also of an Act, passed in the session of Parliament holden in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act to enable the Birmingham and Gloucester Railway Company to raise a further sum of money, and for amending the Acts relating to the said Company;" and also of an Act, passed in the forty-ninth year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a railway or tramroad, from the river Severn, at the Quay, in the city of Gloucester, to or near to a certain gate, in or near the town of Cheltenham, in the county of Gloucester, called the Knapp Toll Gate, with a collateral branch to the top of Leckhampton Hill, in the parish of Leckhampton, in the said county;" or to repeal the said Acts, or some of them, and to make other provisions in lieu thereof.

And notice is hereby also given, that is intended to apply for powers, in the said Bill or Bills, to make an extension railway from the existing line of the said Birmingham and Gloucester Railway, for the purpose of connecting the same with the Midland Railway, heretofore called the Birmingham and Derby Junction Railway, such extension to commence at or near the junction of the Bir-

mingham and Gloucester Railway with the London and Birmingham Railway, in the township of Bordesley in the parish of Aston *juxta* Birmingham, in the county of Warwick, and to terminate at or near the station of the said Midland Railway Company, heretofore called the Birmingham and Derby Junction Railway Company, situate at or near to Lawley-street, in the hamlet of Duddeston, or Duddeston and Nechells, in the said parish of Aston *juxta* Birmingham, such extension to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Aston *juxta* Birmingham, Bordesley, Saltley otherwise Saltley and Washwood, and Duddeston or Duddeston and Nechells, in the said parish of Aston *juxta* Birmingham, and Birmingham, or some or one of them, in the said county of Warwick.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make a branch line of railway from the existing line of the said Birmingham and Gloucester Railway, at or near the station of the said railway at Stoke Prior, in the county of Worcester, to the works of the British Alkali Company, at Stoke Prior aforesaid, such branch line of railway to be made within the parishes of Stoke Prior and Dodderhill; or one of them, in the said county of Worcester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make a deviation railway from the existing line of the said Birmingham and Gloucester Railway, for the purpose of connecting the said existing line with the city of Worcester, and the town or borough of Droitwich, such deviation being intended to commence at or near to Abbot's Wood, in the hamlet of Wadborough, in the parish of Saint Andrew otherwise Holy Cross Pershore, in the said county of Worcester, and to terminate in the parish of Dodderhill, in the said county of Worcester, at or near to Stoke Works, and to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Wadborough, Saint Andrew otherwise Holy Cross Pershore, Stoulton, Worcester, Kempsey, Norton, Norton *juxta* Kempsey, Whittington, Battenhall, Saint Peter the Great, Blockhouse, Whiston, Saint Martin, Saint Helen, Claines, Martin Hussingtree, Salwarp, Ombersley, Hindlip otherwise Henlip, Droitwich, Impney, Rashwood, Saint Andrew Droitwich, Saint Peter Droitwich, Saint Nicholas Droitwich, Saint Mary de Witton Droitwich, The In Liberties Droitwich, Saint Augustine Droitwich, Saint Augustine Dodderhill, Dodderhill, Hadsor, Westwood, Hampton Lovett, Hanbury, and Stoke Prior, or some of them, in the said county of Worcester; Saint Peter the Great, Saint Martin, Claines, Saint Helen, Blockhouse, Whiston, All Saints, Saint Andrew, Saint Swithin, Saint Nicholas, Saint Michael, Cathedral Precincts, and Saint Alban, or some of them, in the city of Worcester and the county of the same city, or one of them; and Marlborough, otherwise Marlborough, otherwise Marlbrook in the counties of Wilts and Worcester or one of them.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make a branch line of railway for the purpose of connecting the said Birmingham and Gloucester Railway with the river Severn, at or near Worcester, such branch line being intended to commence at a point on the proposed deviation railway to Worcester and Droitwich herein-before mentioned, near to Middle Battenhall Farm, in the parish of Saint Peter the Great, in the county of Worcester, and to terminate at or near Diglis Basin, on the Worcester and Birmingham Canal, near to the river Severn, in the said parish of Saint Peter the Great, in the said county of Worcester, and to be made wholly within the said parish of Saint Peter the Great, in the said county of Worcester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make a branch line of railway from the existing line of the said Birmingham and Gloucester Railway, for the purpose of connecting the same with the city of Worcester; such branch line of railway being intended to commence at or near to Pitchmore Hill, in the parish of Norton otherwise Norton *juxta* Kempsey, in the said county of Worcester, and to terminate at or near to the Albion Inn, in the parish of Saint Peter the Great, in the said city of Worcester, and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Kempsey, Norton, Norton *juxta* Kempsey, Stoulton, Whittington, Battenhall, Saint Peter the Great, and Saint Martin, or some of them, in the said county of Worcester; and Saint Peter the Great and Saint Martin, or one of them, in the city of Worcester and county of the same city, or one of them.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make a branch line of railway, for the purpose of connecting the said Birmingham and Gloucester Railway with the river Severn, at or near Worcester; such branch line being intended to commence on the proposed branch line of railway from Pitchmore Hill to the Albion Inn hereinbefore mentioned, near the said Albion Inn, and to terminate at or near Diglis Basin, on the Worcester and Birmingham Canal, near to the river Severn, in the said parish of Saint Peter the Great, and to be made wholly within the said parish of Saint Peter the Great, in the said county of Worcester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make an extension of the existing line of the said Birmingham and Gloucester Railway, for the purpose of more conveniently connecting the same with the town of Cheltenham, in the county of Gloucester; such extension line of railway being intended to commence at or near to the coal depôt of the said Birmingham and Gloucester Railway, in the tything of Alstone, in the parish of Cheltenham, in the said county of Gloucester; and to terminate at or near to Saint George's Place, in the said parish of Cheltenham, and to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial

places of Alstone, the tything of Alstone, Arle, and Cheltenham, or one or more of them, in the said county of Gloucester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make an extension of the existing line of the said Birmingham and Gloucester Railway, for the purpose of more conveniently connecting the same with the town of Cheltenham, in the county of Gloucester; such extension line of railway being intended to commence at or near to a certain bridge over the said Birmingham and Gloucester Railway, in the tything of Alstone, in the parish of Cheltenham, in the said county of Gloucester, called the Arle Bridge, and to terminate at or near to Saint George's Place, in the said parish of Cheltenham, and to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Alstone, the tything of Alstone, Arle, and Cheltenham, or one or more of them, in the said county of Gloucester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make an extension of the existing line of the said Birmingham and Gloucester Railway, for the purpose of more conveniently connecting the same with the town of Cheltenham, in the county of Gloucester; such extension line of railway being intended to commence at or near to the Railway Inn, in the tything of Alstone, in the said parish of Cheltenham, in the said county of Gloucester, and to terminate at or near to Saint George's Place, in the said parish of Cheltenham; and to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Alstone, the tything of Alstone, Arle, and Cheltenham, or one or more of them, in the said county of Gloucester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make an extension of the main line of the Birmingham and Gloucester Railway, from a point at or near to the goods sheds of the said company, at their station at Gloucester, to a point at or near to the junction of the Gloucester and Berkeley Canal, with the basin of the said canal, called the High Orchard Basin, at High Orchard, in the south hamlet, in the county of Gloucester; such extension to be made, and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Barnwood, North Hamlet, Saint Mary de Lode, Saint Catherine, Saint Oswald, The College Precincts, Holy Trinity, Saint Mary de Grace, Saint Nicholas, Saint Michael, Saint Aldate, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Littleworth, South Hamlet, Tuffley, Longford Saint Mary, Saint Luke, Barton Saint Michael, Barton Saint Mary, Wotton Saint Mary, Wotton Saint Catherine, Kingsholm Saint Catherine, Longford Saint Catherine, Kingsholm Saint Mary, Saint James, Wotton, Vill of Wotton, Upton Saint Leonard; Saint John the Baptist, Kings Barton, and Abbots Barton, or some of them, in the county of Gloucester; Barnwood, North Hamlet, Saint Mary de

Lode, Saint Catherine, Saint Oswald, The College Precincts, Holy Trinity, Saint Mary de Grace, Saint Nicholas, Saint Michael, Saint Aldate, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Littleworth, South Hamlet, Tuffley, Longford Saint Mary, Saint Luke, Barton Saint Michael, Barton Saint Mary, Wotton Saint Mary, Wotton Saint Catherine, Kingsholm Saint Catherine, Longford Saint Catherine, Kingsholm Saint Mary, Saint James, Wotton, Vill of Wotton, Upton Saint Leonard, Saint John the Baptist, Kings Barton and Abbots Barton, or some of them, in the county of the city of Gloucester.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to alter and divert the line of the said railway or tramway, called "The Gloucester and Cheltenham Railway," between the point where the said tramway intersects the line of the said Birmingham and Gloucester Railway at, or near to the Asylum Lane and the basin of the Gloucester and Berkeley Canal; such alteration and diversion to be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Barnwood, North Hamlet, Saint Mary de Lode, Saint Catherine, Saint Oswald, the College Precincts, Holy Trinity, Saint Mary de Grace, Saint Nicholas, Saint Michael, Saint Aldate, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Littleworth, South Hamlet, Tuffley, Longford Saint Mary, Saint Luke, Barton Saint Michael, Barton Saint Mary, Wotton Saint Catherine, Wotton Saint Mary, Kingsholm Saint Catherine, Longford Saint Catherine, Kingsholm Saint Mary, Saint James, Wotton, Vill of Wotton, Upton Saint Leonard, Saint John the Baptist, King's Barton, and Abbots Barton, or some of them, in the county of Gloucester; Barnwood, North Hamlet, Saint Mary de Lode, Saint Catherine, Saint Oswald, the College Precincts, Holy Trinity, Saint Mary de Grace, Saint Nicholas, Saint Michael, Saint Aldate, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Littleworth, South Hamlet, Tuffley, Longford Saint Mary, Saint Luke, Barton Saint Michael, Barton Saint Mary, Wotton Saint Mary, Wotton Saint Catherine, Kingsholm Saint Catherine, Longford Saint Catherine, Kingsholm Saint Mary, Saint James, Wotton, Vill of Wotton, Upton Saint Leonard, Saint John, the Baptist, Kings Barton and Abbots Barton, or some of them in the county of the city of Gloucester; and also to make an extension of the said tramway, for the purpose of more conveniently connecting the same with the High Orchard Dock of the said Gloucester and Berkeley Canal; such extension being intended to commence on the said tramway at a point near a certain cottage, called Green Cottage, situate near to the Gloucester Infirmary, and in the hamlet of Littleworth, in the city of Gloucester and county of the same city, and to terminate at or near the junction of the Gloucester and Berkeley Canal with the said High Orchard Dock, at High Orchard, in the South Hamlet, in the county of Gloucester; such extension to be made and to pass from, in, through, or into the

several parishes, townships, townlands, and extra-parochial places of Littleworth, Saint Owen, South Hamlet, and Saint Luke, or some of them, in the city of Gloucester and county of the same city, and South Hamlet in the county of Gloucester; and also to make an extension of the said tramway, for the purpose of more conveniently connecting the same with the basin of the said Gloucester and Berkeley Canal; such extension being intended to commence on the said tramway, at a point near the said Green Cottage, and to terminate at or near to the said basin on the western side thereof; such last-mentioned extension to be made and to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Littleworth, Saint Owen, South Hamlet, North Hamlet, and Saint Luke, or some of them, in the city of Gloucester and county of the same city, and North Hamlet in the county of Gloucester; together with all necessary and convenient stations, erections bridges, wharfs, roads, approaches, communications, and other works and conveniences connected respectively with the railways hereinbefore mentioned.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to make lateral deviations from the lines of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned or referred to, and also to cross, divert, abandon, discontinue, alter, or stop up, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, townlands, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, divert, abandon, discontinue, alter, or stop up, for the purposes of the proposed works.

And notice is hereby also given, that plans of the said proposed works, and also duplicates of such plans, and also sections and duplicates thereof, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the said several works are to be made, maintained, varied, extended, or enlarged, will be deposited, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and with the Clerks of the Peace for the cities of Worcester and Gloucester respectively, at their offices in the said respective cities; and with the Clerk of the Peace for the borough of Birmingham, at his office in the said borough, and with the Clerk of the Peace for the county of Wilts, at his office in Wilton, on or before the thirtieth day of November, one thousand eight hundred and forty-four; and, on or before the thirty-first day of December, one thousand eight hundred and forty-four, a copy of so much of the said plans and sections, as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby also given, that it is intended, in the said Bill or Bills, to apply for powers for the compulsory purchase of lands and houses, and other hereditaments, and to levy tolls, rates, or duties, upon or in respect of, the said proposed works, and to alter existing tolls, rates, or duties, and to vary, or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments proposed to be taken for the purposes of the said proposed works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this eighth day of November 1844.

J. W. and G. Whateley, Birmingham ;
T. F. Addison, Gloucester ; Solicitors to
the Birmingham and Gloucester Rail-
way Company.

Birmingham and Gloucester Railway.

FURTHER notice is hereby given, that, on or before the thirtieth day of November instant, plans and duplicates thereof, and also sections and duplicates thereof, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the several works hereinafter mentioned are to be made, maintained, varied, extended, or enlarged, will be deposited, for public inspection, with the Clerk of the Peace for the county of Gloucester, at his office in Dursley, as well as with the same Clerk of the Peace, at his office at Gloucester (that is to say), of the intended extension railway from the existing line of the Birmingham and Gloucester Railway at or near the junction of the same with the London and Birmingham Railway, for the purpose of connecting the same with the Midland Railway at or near the station of the said Midland Railway Company, in the parish of Aston juxta Birmingham, in the county of Warwick ; of the intended branch line of railway from the existing line of the Birmingham and Gloucester Railway at or near the station of the said railway at Stoke Prior, in the county of Worcester, to the works of the British Alkali Company, at Stoke Prior aforesaid ; of the intended deviation railway from the existing line of the Birmingham and Gloucester Railway at or near to Abbot's Wood, in the hamlet of Wadborough, in the parish of Holy Cross, Pershore, in the county of Worcester, for the purpose of connecting the said existing line with the city of Worcester and the town or borough of Droitwich ; of the intended branch line of railway for the purpose of connecting the Birmingham and Gloucester Railway with the river Severn, such branch line commencing at the point of the proposed last-mentioned deviation railway, near to Middle-Battenhall Farm, in the parish of Saint Peter the Great, in the county of Worcester, and terminating at or near Diglis Basin, on the Worcester and Birmingham Canal, near to the river Severn, in the said parish of Saint Peter the Great ; of the intended branch line of railway from the existing line of the Birmingham and Gloucester Railway

near Pitchmore-hill, in the parish of Norton, in the county of Worcester, for the purpose of connecting the said existing line with the city of Worcester, at or near to the Albion Inn, in the said parish of Saint Peter the Great ; of the intended branch line from the proposed last-mentioned intended railway, at or near the Albion Inn aforesaid, for the purpose of connecting the same with the river Severn, at or near Diglis Basin aforesaid, near Worcester ; of the intended extension of the existing line of the said Birmingham and Gloucester Railway, from the coal depôt of the said railway, in the tything of Alstone, in the parish of Cheltenham, in the county of Gloucester, to Saint George's-place, in the parish of Cheltenham aforesaid ; of the proposed extension of the existing line of the Birmingham and Gloucester Railway, near Arle-bridge, in the tything of Alstone, in the parish of Cheltenham, to Saint George's Place, in the said parish of Cheltenham ; of the proposed extension of the existing line of the Birmingham and Gloucester Railway, at or near to the Railway Inn, in the said tything of Alstone, in the said parish of Cheltenham, to Saint George's-place, in the same parish ; of the intended extension of the main line of the Birmingham and Gloucester Railway from a point at or near the goods' sheds of the said Company, at their station at Gloucester, to a point at or near to the High Orchard Basin, at High Orchard, in the South Hamlet, in the county of Gloucester ; of the intended alteration and diversion of the railway or tramway, called the Gloucester and Cheltenham Railway, between the point where the same intersects the line of the Birmingham and Gloucester Railway and the basin of the Gloucester and Berkeley Canal ; of the intended extension of the said tramway from Green Cottage, near to the Gloucester Infirmary, in the city of Gloucester, to the junction of the Gloucester and Berkeley Canal with the High Orchard Dock, in the South Hamlet aforesaid, in the said county of Gloucester ; with respect to which said several intended railways and branches, notice of an application to Parliament in the ensuing session, for an Act or Acts to construct the same, is given in this present month of November in the London Gazette and in the newspapers of the several counties in or through which the said railways and branches are intended to pass.—Dated this twentieth day of November 1844.

J. W. and G. Whateley, } Solicitors to the
Birmingham, } Birmingham and
T. F. Addison, Gloucester, } Gloucester Rail-
way Company.

Middlesbro' and Redcar Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway, with proper works and conveniences connected therewith, and approaches thereto, to be called The Middlesbro' and Redcar Railway, commencing by a junction with the line of a branch railway, belonging to the Stockton and Darlington Railway Company, called the Dock

Branch Railway, in the parishes of Middlesbro' and Aclam, or the one of them, in the north riding of the county of York, opposite or near to the Reservoir Engine House, appertaining to the said Middlesbro' Dock Railway, and terminating in, upon, or near to the east end of a certain common or waste land, called East Coutham Common, in the parish of Kirkleatham, in the said north riding of the said county of York, and near to a certain building there, known as the Methodist Meeting House, and which said line of railway so intended to be made, is intended to be made, in, and to pass from, through, or into the several parishes, townships, hamlets, chapelries, extra-parochial, or other places following, or some of them, that is to say; Middlesbro', Aclam, Ormesby, Cargo Fleet otherwise Cleveland Port, Nornanby, Eston, Lackenby, Lazenby, Wilton, Kirkleatham, East Coutham, West Coutham, Redcar, and Marsh, in the said north riding of the said county of York.

And in the said intended Act, powers will be taken to divert or alter such roads, highways, paths, rivers, canals, brooks, and other waters, as may require to be diverted or altered, for the construction of the said intended line of railway, and other works connected therewith, respectively.

And it is further intended in the said Act, so to be applied for, to obtain powers for the compulsory purchase of houses, lands, tenements, and hereditaments, and to vary or extinguish all rights or privileges, in any manner connected with such houses, lands, tenements, and hereditaments, and to levy and raise tolls, rates, and duties, for and in respect of the use of the said intended line of railway, and the conveniences connected therewith, respectively; and also, to deviate in the construction of the same line of railway, to such extent as will be shown on the plans thereof, to be deposited as hereinafter mentioned.

And notice is hereby also given, that duplicate plans and sections, describing the course and levels of the said intended line of railway, and the lands, tenements, and hereditaments required to be taken, for the purposes thereof, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, tenements, and hereditaments, through which the said intended line of railway is intended to be made, will be deposited, for public inspection, on or before the thirtieth day of November, one thousand eight hundred and forty-four, with the Clerk of the Peace for the north riding of the said county of York, at his office in Northallerton, in the said north riding; and that, on or before the thirty-first day of December, one thousand eight hundred and forty-four, a copy of so much of the said plans, sections, and books of reference as relates to each parish, in or through which the said intended line of railway is proposed to be made, will be deposited with the parish clerk of each such parish, for the inspection of all persons concerned.—Dated the eleventh day of November 1844.

Mewburn and Hutchinson.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill and to obtain an Act to continue the term, and to alter, amend, and enlarge the powers and provisions of an Act, passed in the sixth year of the reign of His late Majesty King George the Fourth, intitled "An Act for making and maintaining a turnpike-road from Shepley-lane Head to join the Barnsley and Grange-moor turnpike-road, at or near Redbrook Plantation, in the parish of Darton, all in the west riding of the county of York;" or to repeal the same, and to obtain further and more effectual powers and provisions in lieu thereof; which said road passes from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, that is to say; Kirkburton, Silkstone, Penistone, Cawthorne, Darton, High Hoyland, Shepley, Cumberworth Half, Cumberworth, Denby, Higham, and Barugh, all in the west riding of the county of York.

And it is also intended by the said Bill to obtain powers for making turnpike the present road or highway leading from, or from near a place called Netherend, in the township of Denby, in the parish of Penistone, to or to near a place called Clough-green, in the said township of Cawthorne, in the parishes of Cawthorne and Silkstone, or one of them, in lieu of the line between the same places authorized by the said Act, and to make alterations or diversions in the line of the said road; and also to make turnpike the present highway leading from or from near a place called Park-gates, to or into the present turnpike-road, near the Spencer's Arms-inn, all in the said township of Cawthorne, in the said parishes of Cawthorne and Silkstone, or one of them, in lieu of the line between the same places authorized by the said recited Act, together with all necessary bridges, drains, fences, and works; and also powers to deviate from the lines laid down in the plans hereinafter mentioned, to an extent or within the limits defined on such plans; and also powers for the compulsory purchase of lands and hereditaments for effecting such purposes; and also powers to alter and increase the tolls authorized to be taken by the said Act, and to vary or extinguish certain exemptions from payment of toll, and to levy other tolls on the roads already made under the powers of the said Act; and also to levy tolls on such new lines of road.

And notice is also hereby given, that duplicate plans and sections of the said intended new lines of road, and alterations or diversions, together with a book of reference thereto, will be deposited, for public inspection, at the office of the Clerk of the Peace for the said west riding, at Wakefield, on or before the thirtieth day of November instant; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections, as relates to each parish in or through which any part of such new lines of road, and alterations or diversions, is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the respective residences of such parish clerks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the fifty-third year of the reign of His late Majesty King George the Third, intituled "An Act for the more effectual administration of the office of a Justice of the Peace within the townships of Manchester and Salford, in the hundred of Salford, in the county palatine of Lancaster, and to provide, by means of a rate on the said townships, and otherwise, a competent salary to a Justice of the Peace, acting within the said townships; and to enable the constables of Manchester and Salford to take recognizances in certain cases," or to repeal the said Act, and to grant other provisions in lieu thereof.

And notice is hereby further given, that powers will be applied for in the said Bill to provide for the appointment of a Stipendiary Magistrate, to act in and for the several townships or places of Worsley, Barton-upon-Irwell, Clifton, Pendlebury, and Pendleton, all within the parish of Eccles; Flixton and Urmston, within the parish of Flixton; Blakeley, Bradford, Broughton, Burnage, Chorlton with Hardy, Crumpsall, Didsbury, Failsworth, Gorton, Harpurhey, Levenshulme, Moss-side, Moston, Newton, Openshaw, Reddish, Rusholme, Salford, Stretford, Withington, and so much of Heaton Norris as is not included in the borough of Stockport, all within the parish of Manchester and Great Heaton, Little Heaton, and Prestwich, all within the parish of Prestwich cum Oldham, all which said several townships, and the said part of the said township of Heaton Norris, compose the division of Manchester.

And notice is hereby also given, that it is intended by the said Bill to levy rates and assessments upon all rateable property, within the said townships and places, for defraying the salary and expenses of such Stipendiary Magistrate and his officers; to fix and regulate the fees to be taken by the Justices and their officers within the said division; and to confer, vary, and extinguish exemptions from the payment of rates, and to confer other rights and privileges, and all necessary powers and authorities in reference to the objects aforesaid.—Dated this sixth day of November 1844.

Oswald Milne and Sons.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the establishment of a market, and the erection and maintenance of a market-place and buildings, with proper approaches thereto, and other conveniences connected therewith, at or near a certain place called Glebe-street, in the town of Stoke-upon-Trent and parish of Stoke-upon-Trent, in the county of Stafford, or some other convenient place or places, within the said town, and the purchase of houses, buildings, and lands, by compulsion or otherwise, for the purpose; and for regulating the markets to be held in such new market-place and buildings, and for regulating and altering the time and place of holding fairs in the said town; and also to alter and repeal so much of an Act passed

in the fifty-third year of the reign of His Majesty King George the Third, intituled "An Act for establishing and regulating the market, and for enlarging and improving the market-place at Hanley, in the county of Stafford," as restrains any person from erecting or holding a market in such part of the vill or township of Shelton, in the said parish of Stoke-upon-Trent, as is comprised within the limits of what is called "The Stoke District," in an Act passed in the second year of the reign of Her Majesty Queen Victoria, intituled "An Act for establishing an effective police in places within or adjoining to the district called the Staffordshire Potteries, and for improving and cleansing the same, and better lighting parts thereof," and from setting up stalls or other conveniences for exposing marketable commodities to sale on any of the public footpaths or highways in the same part of the said vill or township of Shelton.

And notice is hereby further given, that it is intended to obtain powers in and by the said Act, to levy tolls, rates, and duties for and in respect of the said market-place, and to vary or extinguish existing exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to confer others.—Dated this ninth day of November 1844.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for an Act to annex so much of the garden, ground, and buildings belonging to the Honourable Society of Lincoln's Inn, as are locally situate within the parish of St. Giles in the Fields, in the county of Middlesex, to the vill or township of Lincoln's Inn. Also to stop up the present thoroughfare for carriages, horses, and cattle, along the eastern side of Lincoln's Inn Fields, in the said parish, and to form a new footway, of the width of twenty feet, adjoining the iron-railing inclosing the garden of Lincoln's Inn Fields on the eastern side thereof, and to inclose the remaining portion of the carriage way along the said eastern side of Lincoln's Inn Fields, and to annex the same to that part of the garden, ground, and buildings, belonging to the said society as aforesaid, and to the said vill or township.

And it is also intended by the said Act of Parliament, to confer powers on the treasurer and masters of the bench, for the time being, of the Society of Lincoln's Inn, and the vestrymen of the parish of St. Giles in the Fields, and the vestrymen of the joint vestry of the parishes of St. Giles in the Fields and St. George, Bloomsbury, respectively, to compound for the extinguishment of all parochial rates and liabilities upon and in respect of the said garden, ground, buildings, and lands, so intended to be annexed to the said vill or township, as aforesaid, and to vest in the said treasurer and masters of the bench, all other powers and authorities necessary to effect the several objects aforesaid.

Dated the 9th day of November 1844.

Pemberton, Crawley, and Gardiner,
20, Whitehall-place.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction of a railway and branch railway hereafter mentioned, with all proper works and conveniences connected therewith, that is to say; a railway commencing in the parish of Saint Mark, in the city of Lincoln and county of the same city, passing thence, from, in, through, or into the several parishes, townships, extra-parochial and other places of Saint Mark, Saint Peter at Govts, Saint Mary-le-Wigford, Saint Botolph, Saint Benedict, Saint Swithin, Canwick Common, and the Fossdyke Navigation, in the city and county of the city aforesaid; Canwick, Washingborough, Heighington, Branston, Branston with Longhills, Branston Booths, Meer Oak Wood, Potter Hanworth, Hanworth Booths, Nocton, Dunston, Metheringham, Blankney, Linwood, Timberland, Martin, Thorpe Tilney otherwise Timberland Thorpe, Billingham, Walcott, Billingham Fen, Billingham Dales, Dogdyke, North Kyme, South Kyme, and Kyme Eau, or some of them, in the parts of Kesteven, in the county of Lincoln; the ancient bed of the river Witham, Langrickville otherwise Langrville, and Coningsby, or some of them, in the parts of Lindsey, in the county of Lincoln; Swineshead, Chapel Hill, the ancient bed of the river Witham, Harts Ground, Sutterton Fen, Kirton Fea, North Forty Foot Drain and banks, Pelhams Land, Fossdyke, Fossdyke Fen, Brothertoft, Boston West, Boston, Wyberton Fen, Skirbeck Quarter Fen, Skirbeck Quarter, Skirbeck, Wyberton, Frampton, Kirton, Algarkirk, Sutterton, the Roman Bank, Gosberton, Surfleet, Pinchbeck, Spalding, Cowbit, Weston, Moulton, Whaplode Dove otherwise Whaplode Fen, Whaplode, Holbeach, Fleet, Gedney Hill otherwise Gedney Fen, Gedney, Sutton Saint James, Sutton Saint Edmunds, Sutton Saint Mary, and Tydd Saint Mary, or some of them, in the parts of Holland, in the county of Lincoln; Tydd Saint Giles, Leverington Parson Dove, Newton, Leverington otherwise Leverington Saint Leonards, Wisbeach Saint Peter, Wisbeach Saint Mary, Elm, Doddington, March, Whittlesea Saint Mary, Whittlesea Saint Andrew, Benwick, Wimblington, Stonea, Manea, Littleport, Downham, Byall Fen, Coveney otherwise Coveney cum Manea, Chettisham, the Holy Trinity in Ely otherwise Ely Trinity, and Saint Mary in Ely otherwise Ely Saint Mary, or some of them, in the isle of Ely and county of Cambridge, and terminating by a junction with the Peterborough and Brandon extension of the Eastern Counties Railway, as at present authorized to be made, in the parishes of the Holy Trinity in Ely otherwise Ely Trinity, and Saint Mary in Ely otherwise Ely Saint Mary aforesaid, or one of them, and such intended branch railway, diverging from the line of the said hereinbefore-mentioned intended railway, in the said parish of Spalding, passing thence, from, in, through, or into the several parishes, townships, extra-parochial and

other places of Spalding, Weston, Moulton, Whaplode, and Holbeach, and terminating in the said parish of Holbeach.

And it is proposed, in and by the said intended Act or Acts, to empower the Midland Railway Company to execute the said intended railway and branch railway, and to levy tolls in respect of the use thereof respectively; and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same; or otherwise to incorporate a company for the purposes and with the powers aforesaid, and with power also to let on lease or sell the said intended railway and branch railway to the Midland Railway Company; and to enable the said last-mentioned Company to purchase or rent the same or any part thereof.

And it is further intended, by the said Act or Acts, to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said intended railway and branch railway, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby given, that, on or before the 30th day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway and branch railway respectively, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands respectively, will be deposited, for public inspection, with the Clerk of the Peace for the city of Lincoln and county of the same city, at his office in Lincoln; with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; with the Clerk of the Peace, for the parts of Kesteven, in the said county, at his office in Sleaford; with the Clerk of the Peace for the parts of Holland, in the said county, at his office in Spalding; and with the Clerk of the Peace for the isle of Ely, in the county of Cambridge, at his office in Wisbeach; and that copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railway and branch railway and works are proposed to pass or be made, will be deposited, on or before the 31st day of December next, with the parish clerks of such parishes, at their respective residences.

Dated the fifth day of November 1844.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's-inn-fields, London.
Berridge and Macaulay, Leicester.
Saml. Carter, Birmingham.

Monmouth and Hereford Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to make and maintain a railway, with piers, basins, break waters, landing-places, and suitable works and conveniences connected therewith, commencing by a

junction with the Cheltenham and Great Western Union Railway, in the parish of Standish, in the county of Gloucester, and passing thence to or near to the town of Ross, in the county of Hereford, and terminating at or near the city of Hereford, on the south-east side thereof; and also to make and maintain a railway, with suitable works and conveniences connected therewith, in continuation of the said first mentioned railway, commencing at a point at or near the hamlet of Coughton, in the parish of Walford, in the county of Hereford, and terminating at or near the town of Monmouth, on the east side thereof; and also to make and maintain a branch railway, with suitable works and conveniences connected therewith, in extension of the said first-mentioned railway, commencing at or near a point thereon, called the Moors, in the parish of Lea, in the county of Hereford, and terminating by a junction with the line of railway known as the Forest of Dean Railway, at a point in the township of East Dean, in the county of Gloucester; which said railways, and branch railway, are intended to pass from, through, or into the several parishes, townships, and extra-parochial, or other places, of Saul, Standish, Whitminster otherwise Wheatenhurst, Morton Valence, Eastington, Fretherne, Arlingham, Westbury-on-Severn, Flaxley, Newland, Abinghall, Mitchel-dean, Little-dean, Ruardean, Holy Trinity, and East-dean, in Her Majesty's Forest of Dean; Blaisdon, Longhope, Lea, Hope Mansel, English Bicknor, Lea Hamlet, Lea Line, and Woodgreen, or some of them, in the county of Gloucester; and from, through, or into the several parishes, townships, and extra-parochial or other places, of Newland, Aston Ingham, Weston-under-Penyard, Lea, Hope Mansel, Ross, Brampton Abbots, Bridstow, Sellach, Foy, How Caple, King's Caple, Brockhampton, Ballingham, Dittle Dewchurch, Bolston, Sollershope, Fownloope, Holme Lacy, Mordiford, Hampton Bishop, Dindor, Lower Bullingham, Walford, Welch Bicknor, Goodrich, Huntsham, Whitechurch, Llangarran, Gannerew, Tupsley, Fawley, the Vineyard, Wilton, Lea Line, or some of them, in the county of Hereford; and Saint Martin's, Saint John's, Saint Owen's, Saint Peter's, All Saints, and Saint Nicholas, or some or one of them, in the city or county of Hereford; and from, through, or into the several parishes of Monmouth, and Dixon, or one of them, in the county of Monmouth.

And it is also intended, by the said Act or Acts, to take power to make and maintain a navigable cut or ship-canal, from or near a certain point on the river Severn, known by the name of Hock Crib, to or near a certain other point on the said river, known by the name of Framilode Passage, with all proper feeders and collateral cuts, sluices, piers, works, and conveniences connected therewith; which said intended cut or canal, and other works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saul, Epney, Eastington, Forge, Upper Framilode, Fretherne,

Framilode, Arlingham, and Overton, in the county of Gloucester.

And it is intended, by the said proposed Act or Acts, to incorporate a company, for the purpose of carrying into effect the purposes aforesaid, and to confer on such company powers for the compulsory purchase of lands and houses; and for the levying of tolls, rates, and duties, for the use of the said railways, branch railway, and other works; and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is further proposed, by such Act or Acts, to vary or extinguish all existing rights and privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and to take powers also to stop up, alter, or divert, whether temporarily or permanently, all roads, streams, rivers, canals, highways, railways, or tramways, which it may be necessary so to stop up, alter, or divert, for the purposes of the said intended railways, branch railway, and works.

And it is further proposed, by the said intended Act or Acts, to enable the company to be thereby incorporated to sell, let, or transfer all or any part of the said intended railways, branch railway, cut or canal, and works, of which such company may become possessed, and all or any of the powers of such company in relation thereto, to the Great Western Railway Company, or to any other company or persons; or to sell, or let, and transfer the said cut or canal, and the works connected therewith, with all or any of such powers as aforesaid, to the Commissioners of the Severn Navigation; and to enable the said Great Western Railway Company, or any such other company or persons, or the said Commissioners, to purchase or rent, or construct the works which may be so sold, let, or transferred, and to use, exercise, and enjoy the same; and also to raise and contribute funds towards the construction, maintenance, and use of the said intended works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them and the said company intended to be incorporated as aforesaid, and to enable the Great Western Railway Company to guarantee interest on the capital to be expended therein.

And it is further proposed to authorize the Commissioners of the Severn Navigation, to appropriate to the formation and maintenance of the said cut or canal, such portion of the tolls receivable by them under the Acts relating to the said navigation, as to Parliament may seem meet, and for such purpose to amend and enlarge, so far as may be necessary, the provisions of an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for improving the Navigation of the river Severn from the entrance lock of the Gloucester and Berkeley Canal, and from the entrance lock of the Herefordshire and Gloucestershire Canal, in the county of Gloucester to Gladder or Whitehouse Brook, in the county of Worcester."

And notice is hereby also given, that, on or before the thirtieth day of November instant, duplicate plans and sections, showing the lines and levels of the said intended railways, branch railway, cut or canal, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited with the respective Clerks of the Peace for the counties of Gloucester, Hereford, and Monmouth, and for the city of Hereford, at their several offices in the town of Usk, and in the cities of Gloucester and Hereford; and that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said railways and branch railway, cut or canal, and works are intended to be made, will be deposited for public inspection, with the parish clerk of such parish, at his residence; and that a copy of so much of the said plans, sections, and books of reference as relates to the extra-parochial lands of Her Majesty's Forest of Dean, will be deposited at the Speech House in the said Forest, on or before the 31st day of December next.

Charles Laurence.

Cirencester, November 6th 1844.

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the third year of the reign of His late Majesty, King George the Fourth, intituled "An Act for lighting with gas, the town of Bradford, and the neighbourhood thereof, within the parish of Bradford, in the west riding of the county of York;" or to repeal the said Act, and to make other provisions, limitations, and regulations in lieu thereof; and that it is intended to take powers by the said Bill, to enable the Company incorporated by the said Act, to raise a further sum of money, and to increase their present capital by the creation of new shares, or by such other means as may be deemed expedient.

Dated this twelfth day of November 1844.

Richd. Ridehalgh, Bradford, Solicitor.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Eastern Union Railway, in the parish of Saint Mary-at-Stoke, Ipswich, in the county of Suffolk, and terminating at or near to Northgate-street, in the parish of Saint James Bury Saint Edmund's, in the same county; which said intended railway or railways, and other works

connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Saint Mary at Stoke Ipswich, Saint Peter Ipswich, Saint Clement Ipswich, Saint Mary Quay Ipswich, otherwise Saint Mary Key Ipswich, Saint Nicholas Ipswich, Saint Mary Elms Ipswich, Christ Church Ipswich, Saint Matthew Ipswich, Saint Margaret Ipswich, the borough of Ipswich, the liberty of Ipswich, Handford, Sproughton, Bramford, otherwise Bramford-cum-Burstall otherwise Burstall-cum-Bramford; Burstall, Whitton-cum-Thurleston otherwise Whitton-cum-Thurlston, Thurlston-Whitton otherwise Thurleston-Whitton, Akenham, Claydon, Akenham - cum - Claydon, otherwise Claydon-cum-Akenham, Little Blakenham otherwise Blakenham Parva otherwise Blakenham-on-the-Hill, Great Blakenham otherwise Blakenham-Magna otherwise Blakenham-on-the-water, Barham, Hemingston, Baylham otherwise Bailham, Coddendam otherwise Coddendam-cum-Crowfield, Barking with Needham Market and Darmsden otherwise Barking with Needham Market and Dormsden, Harts Meadow the Marshes the Pest House and Garden the Town-land the Barking Lion Meadow the Further Lion Meadow and the Camping-land all in Needham Market, Creeting Saint Mary, Creeting Saint Olave otherwise Creeting Saint Olive, Creeting All Saints, otherwise Creeting All Souls, Badley, Battisford, Creeting Saint Peter otherwise West Creeting, Combs otherwise Coombs otherwise Combes, Bridge Meadow Hop Ground Meadow and Town Meadow all in Combs otherwise Coombs otherwise Combes, Stowmarket-cum-Stowupland, Stowmarket, Stowupland otherwise the Upland of Stow, Chilton, Thorney, Newton otherwise Old Newton, Dagworth, Dagworth Hall otherwise Dagworth-cum-Sorrels, Harleston, Haughley otherwise Hawleigh otherwise Hawley, Shackery's, Bacton otherwise Backton, Wetherden, Darshams otherwise Dasmans, Elmswell, Woolpit, Norton otherwise Norton Saint Andrew, Tostock otherwise Tostick, Bayton otherwise Beyton otherwise Beighton, Pakenham, Thurston, Roughan, Rushbrooke, Barton, Great Barton, Barton Mere, East Barton, Cattishall otherwise Cattishill otherwise Catshall otherwise Catshill, Saint Edmund, Chapel Hill, Fornham Saint Martin, Fornham All Saints, Saint Saviour Bury Saint Edmunds, Saint John Bury Saint Edmunds, Saint James Bury Saint Edmunds, Saint Mary Bury Saint Edmunds, and the borough of Bury Saint Edmunds, all in the county of Suffolk.

And it is also intended, by such Act or Acts, to take power to alter, or divert, or stop up, whether temporarily or permanently, the river Gipping in the said places or parishes of Stowmarket-cum-Stowupland, Stowmarket, and Stowupland otherwise the Upland of Stow, in the said county of Suffolk, and all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, townlands, and extra-parochial or other places or any

of them, which it may be necessary to alter, divert, or stop up, by reason of the construction of the said intended works.

And it is further intended, by such Act or Acts, to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying into effect the said intended railway or railways and works, and to take powers for the purchase of land and houses, by compulsion or agreement, for the purposes thereof; and for levying tolls, rates, and duties in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And notice is hereby further given, that maps or plans, and sections of the said intended railway, or railways, and works, and of the lands proposed to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmund's, in the same county; and with the Clerk of the Peace for the borough of Ipswich, at his office in Ipswich, in the said county of Suffolk; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or railways and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

*Few, Hamilton, and Fews, Covent-garden.
W. O. and W. Hunt, 10, Whitehall.*

November, 1844.

The Grosvenor Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, with all necessary and proper works and conveniences connected therewith, to commence in the parish of Saint George Hanover-square, in the city and liberty of Westminster, in the county of Middlesex, on the north side of the river Thames, at or near the entrance from the Thames to the Grosvenor Canal, and then passing over the river Thames by a bridge near to the Red-house public-house, in the parish of Saint Mary Battersea, thence to pass from, in, through, or into the several townships, townlands, parishes, extra-parochial, and other places following, that is to say; Saint Mary Battersea, where it joins the South Western Railway, at or near Stony Shot, Battersea open fields, in the occupation of

Mr. Hudson and Messrs. Matson, one mile and thirty chains from the terminus at Nine-elms, thence along the same for the distance of two miles and thirty-three chains, to a field belonging to Sophia Shepherd, near Garrett-lane Bridge, in the parish of All Saints Wandsworth, at or near three miles and sixty-three chains from the said terminus, where it leaves the said railway, thence from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, that is to say; Saint Mary Wimbledon, All Saints Wandsworth, the Holy Trinity Clapham, Saint Leonard Streatham, Saint Nicholas Tooting Graveney, Saint Mary Merton, Saint Lawrence Morden, Saint Peter and Saint Paul Mitcham, Saint Mary Beddington, Saint John the Baptist Croydon, All Saints Carshalton, Saint Peter Woodmansterne or Woodmanstone, Saint John the Evangelist Coulsdon, all in the county of Surrey; and to terminate in a field belonging to Mr. Charles Bleaden, at or near Smitham Bottom, in the parish of Saint John the Evangelist Coulsdon, in the county of Surrey, at the Brighton Railway, at or near the Godstone-road Bridge and the fourteen miles from the London terminus, and to form a junction with the said Brighton Railway, and to make an alternative line to commence out of the above-mentioned line at the Red-house aforesaid, in the parish of Saint Mary Battersea, thence to pass from, in, through, or into the several townships, townlands, parishes, extra-parochial, and other places following; Saint Mary Battersea, where it passes under the South Western Railway at or near the Falcon-lane Bridge, under the railway, in lands belonging to Joseph Tritton, Esquire, and to Charles Wix, Esquire, and Thomas Martin, Esquire; being two miles and a quarter from the said terminus, All Saints Wandsworth, the Holy Trinity Clapham, Saint Leonard Streatham, Saint Nicholas Tooting Graveney, Saint Mary Merton, Saint Paul and Saint Peter Mitcham, where it joins the above-mentioned line at or near Garrett-green.

And it is proposed by the said Act, to incorporate a company for the purpose of making and maintaining the said intended railway, with powers for the compulsory purchase of lands, houses, tenements, and hereditaments required for that purpose, and to empower the said company to levy tolls, rates, or duties upon or in respect of the said intended railway or works connected therewith.

And it is intended to apply for power in the said Act to deviate in the construction of such railway and other works from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shewn or defined on such plans, and to stop up, alter, vary, or divert such highways, roads, railways, passages, rivers, streams, brooks, and watercourses, within the parishes and places hereinbefore mentioned, as it may be necessary to stop up, alter, vary, or divert for the purpose of constructing the said railway and the works connected therewith respectively.

And notice is hereby given, that duplicate plans and sections of the railway and works, together with the books of reference thereto, will be deposited, for public inspection, on or before the thirtieth day of November one thousand eight hundred and forty-four, with the Clerk of the Peace for the city of Westminster, at his office in the city of Westminster; with the Clerk of the Peace for the county of Middlesex, at his office Clerkenwell-green, in the said county of Middlesex; and with the Clerk of the Peace for the county of Surrey, at his office in the parish of Saint Mary Lambeth, in the said county of Surrey; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes through which the said railway and works will pass, will be deposited on or before the thirty-first day of December next, with the parish clerk of each of such parishes, at his place of abode.

Dated this eleventh day of November 1844.

Timothy Tyrrell, Guildhall, London.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways, with all proper works and conveniences connected therewith, commencing at or near the town of Huddersfield, in the township and parish of Huddersfield, in the west riding of the county of York, there to form a junction with the line of the proposed railway from Huddersfield to Manchester, being the undertaking of the Huddersfield and Manchester Railway and Canal Company, thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Huddersfield, Lockwood, Almondbury, South Crosland, Honley, Kirk-Burton, Farnley Tyas, Thurston-land, Foolstone, Foulstone or Fulstone, Shepley, Shelley, Silkstone, Emley, High Hoyland, Cumberworth, Cumberworth Half, Skelmanthorpe, Penistone, Denby, Denby Dale, Gunthwaite, Ingbirchworth, Hoyland Swaine, and Thurlstone, or some of them, and terminating by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, at or near Penistone, in the township and parish of Penistone, in the said west riding; and also a branch railway from and out of the said intended main line of railway, with all proper works and conveniences connected therewith, commencing in the township of Honley and parish of Almondbury, in the said west riding, at or near a place called Brockholes, thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Almondbury, Honley, Kirkburton, Thurstonland, Netherthong, Wooldale, Upper Thong, Foolstone, Foulstone or Fulstone, and Cartworth, and terminating at or near the town or place called Holmfirth, in the township of Wooldale, in the parish of Kirkburton, in the said west riding.

And it is also proposed to take powers by the said intended Act to alter or divert, within the parishes, townships, extra-parochial and other places

aforesaid, or some of them, such turnpike, and other roads, canals, navigations, rivers, and water-courses, as it may be necessary or expedient to alter or divert, for the construction and maintenance of the said railway, branch railway, and works respectively.

And it is intended by the said Act to incorporate a company for the purpose of carrying into effect the purposes aforesaid, with powers to levy tolls, rates, and duties for the use of the said intended railway, and branch railway, and works, and to grant such exemptions from the payment of such tolls, rates, and duties as may be deemed expedient; and also with powers to purchase, on compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights or privileges connected with such lands and houses, or which would impede or interfere with the construction and maintenance of the said intended railway, and branch railway, and works respectively, and to confer other rights and privileges.

And it is further intended by the said Act to enable the said company, to be incorporated as aforesaid, to let on lease or sell the said intended railway, and branch railway, and works, or any of them, or any part thereof, and all or any of the powers or privileges to be conferred by the said Act, to the Sheffield, Ashton-under-Lyne and Manchester Railway Company, and the Midland Railways Company, or either of them, or to any other company or companies; and to enable the said companies respectively, or any or either of them, to purchase or rent the said railway, and branch railway, and works, or any of them; or any part thereof, and to exercise and enjoy such powers or privileges as aforesaid, and to levy tolls, rates, and duties for the use thereof.

And notice is hereby further given, that plans and sections, describing the lines or situation and levels of the said intended railway and branch railway respectively, and the lands to be taken for the purposes thereof respectively, together with books of reference to such plans respectively, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said railway and branch railway and works are intended to be made, will be deposited with the parish clerk of each such parish respectively, on or before the thirty-first day of December next.

Dated this tenth day of November 1844.

Fenton and Jones,
Parker and Smith, } Joint Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the construc-

tion and maintenance of a railway, with all proper works and conveniences connected therewith, commencing from and out of the London and Birmingham railway, in the parish of Linslade otherwise Linchdale, in the county of Buckingham, near to the town of Leighton Buzzard, passing in or through the said parish of Linslade or Linchlade, in the said county, and in or through the several parishes, townships, and extra-parochial or other places of Leighton Buzzard, Billington, Eggington, Standbridge, Eaton Bray, Totternhoe otherwise Tatnall Tilsworth, Houghton Regis, Maiden Bower Sewell, and Dunstable, or some of them, in the county of Bedford, and terminating at or near the town of Dunstable, in the parish of Dunstable aforesaid.

And it is intended by the said Act, to incorporate a company for the purpose aforesaid, and to empower such company to purchase lands and buildings by compulsion, and to levy tolls, rates, and duties, in respect of the said intended railway, and also to sell or let the same, or any part thereof, and all their powers and connexion therewith, to the London and Birmingham Railway Company, and to enable the last mentioned company to purchase or rent the same, and to exercise such powers, and to enter into and carry into effect all necessary arrangements for the purpose.

And it is further intended by the said Act, to vary or extinguish all rights and privileges connected with the lands to be purchased, or which would impede or interfere with the objects aforesaid, and to take powers for stopping up, diverting, or altering all roads, canals, streams, highways, sewers, pipes, aqueducts, railways, and other such works, which it may be necessary so to stop up, alter, or divert for the purpose of making or maintaining the said intended railway.

And notice is hereby further given, that plans, sections, and books of reference of, and relating to, the said intended railway, will be deposited for public inspection, on or before the thirtieth November instant, with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury; and with the Clerk of the Peace for the county of Bedford, at his office in the town of Bedford; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works will pass or be made, will be deposited for public inspection with the parish clerk of such parish at his residence.

*James Nathaniel Cartwright, Dunstable;
Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's-inn-fields, Solicitors.*

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to make and maintain a bridge across the river Thames, from or from near Church-street, in the parish of Saint Mary, Lambeth, in the county of Surrey, to the opposite bank

of the said river, at or near to Market-street, Horseferry-road, or Hollywell-street, in the parish of Saint John the Evangelist, within the city and liberty of Westminster, in the county of Middlesex, together with all necessary or convenient piers, stairs, landing-places, roads, avenues, approaches, works, and conveniences, in the said parishes, or one of them.

And notice is hereby further given, that duplicate plans of the said bridge and works, with books of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in the same county; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in same county; and that, on or before the thirty-first day of December next, a copy of the said plans, with a book of reference thereto, will be deposited with the parish clerk of each of the said parishes, at his place of abode.

And notice is hereby further given, that it is intended to incorporate a company for the purposes aforesaid, and to take powers for the compulsory purchase of lands and houses, and for levying tolls, rates, or duties upon or in respect of the said bridge and works; and for altering existing, tolls, rates, or duties, and for conferring, varying or extinguishing exemptions from payment, of tolls, rates, or duties, and other rights and privileges—Dated this twelfth day of November 1844.

Lancaster and Carlisle Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of an Act, passed in the last session, intituled "An Act for making a railway from the Lancaster and Preston Junction Railway, at Lancaster, to or near the city of Carlisle."

And further notice is hereby given, that provision will be made in the said intended Act for the making and maintaining, working, and using a railway, with all proper works and conveniences connected therewith, and approaches thereto, commencing at and by a junction with the said Lancaster and Carlisle Railway, in the township of Kendal, in the parish of Kendal, in the county of Westmorland, in or near a field numbered 108 in the said last-mentioned township, upon the plan of the Lancaster and Carlisle Railway, referred to in the said recited Act, and terminating at and by a junction with the said Lancaster and Carlisle Railway, in the said township and parish, in or near a field numbered 166 in the same township, upon the same plan, and which intended new railway, and the works and conveniences connected therewith, will pass or be made in or through the parish and township of Kendal only.

And further notice is hereby given, that provision will be made in the said intended Act, for abandoning so much of the Lancaster and Carlisle Railway, authorized by the said recited Act, as will be rendered unnecessary by the making of the said new railway herein before-mentioned, being so much of the said original railway within the said parish and township as would have extended from the point of junction in the one, to the point of junction in the other, of such last-mentioned fields.

And further notice is hereby given, that provision will be made in the said intended Act, for the making, maintaining, working, and using a railway, with all proper works and conveniences connected therewith and approaches thereto, commencing at and by a junction with the said Lancaster and Carlisle Railway, in the township of Upperby, in the county of Cumberland, in or near a field numbered 169, in the said last-mentioned township, upon the plan of the said Lancaster and Carlisle Railway, referred to in the said recited Act, and terminating at and by a junction with the Newcastle and Carlisle Railway, within or near the city of Carlisle, at or near the point where that railway is crossed by the Carlisle and Penrith turnpike road; and which intended new railway, and the works and conveniences connected therewith, will pass or be made, from, in, through, or into the parishes and townships of Upperby, Harraby, Botchergate, Blackhall or Blackwell, Low Blackhall or Blackwell, Carlisle, Saint Cuthbert, Carlisle and Saint Mary Carlisle, or some of them, all in the county of Cumberland.

And further notice is hereby given, that provision will be made in the said intended Act, for extending to the said intended new lines of railway, the same or similar powers of levying rates, tolls, and duties, on and for the use of the same and otherwise, and for the compulsory purchase of lands and houses for the purposes thereof, as are given by or contained in the said recited Act, together with all further and other needful powers in relation to the matters aforesaid; and that it is intended to alter, repeal, vary, or extinguish all existing rights and privileges connected with the lands and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said new railways, or of the said Lancaster and Carlisle Railway, in such new lines, or with any of the other purposes of the said intended Act.

And further notice is hereby given, that plans and sections, describing the line or lines and levels of the said intended works, and the lands which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, as to the said first-mentioned new line, with the Clerk of the Peace for the county of Westmoreland, at his office in Appleby; and as to the said last-mentioned new line, with the Clerk of the Peace of the county of

Cumberland, at his office at Carlisle; and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes from, in, through, or into which the said intended works or any of them, will be made or pass, will be deposited, for public inspection, on or before the thirty-first day of December now next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And further notice is hereby given, that it is proposed by the said intended Act to give the said Lancaster and Carlisle and Carlisle Railway Company power to stop up, or to alter and divert, whether temporarily or permanently, all such highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient so to stop up, alter, or divert, for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said railway, to be authorized by the said Act or any of the works or conveniences connected therewith.—Dated the seventh day of November 1844.

Clay and Swift, Liverpool, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, to commence at or near Saint Owen's Gate, in the parish of Saint Owen, in the city of Hereford, in the county of Hereford, and to terminate at or near the railway stations of the Cheltenham and Great Western Union Railway, and the Birmingham and Gloucester and Bristol and Gloucester Railway Stations, or one of them, in the parish of Saint Catherine, in the county of the city of Gloucester; also for making and maintaining a branch railway out of the said proposed railway, to commence at or near Abinghall, in the parish of Abinghall, in the county of Gloucester, and to terminate at or near Park End, in the township of East Dean, in Her Majesty's Forest of Dean, in the said county of Gloucester; and for making and maintaining a branch railway out of the said proposed railway, to commence in a certain meadow called the Little Meadow, in the parish of Saint Mary de Lode, in the said county of the city of Gloucester, and terminating at or near a certain bridge called or known by the name of Lanthony-bridge, over the Gloucester and Berkeley Canal, in the South Hamlet of the parish of Saint Owen, in the county of the said city of Gloucester, which said railway, branch railways, and works, will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Owen, Saint Peter, Saint Martin, Saint John the Baptist, All Saints, and the Vineyard, in the city of Hereford; the Vineyard, Hampton Bishop, Tupsley, Mordiford, Upper Bullingham, Lower Bullingham, Haywood, Callow, Dinedor, Hom-Lacy, Bolstone, Bullingham, Aconbury, Little Dew-

church, Little Birch, Much Birch, Llandinabo, Harewood, Hentland, Witherstone, Fowhope, Strangwood, alias Strangford, King's Caple, How Caple, Brockhampton, Fawley, Foy, Eaton Tregoes, Sellack, Peterstow, Bridstow, Aston Ingham, Brampton Abbots, Ross, Walford, Weston, Weston-under-Penyard, Upton Bishop, Linton, Lea, Lea Line, Lea Hamlet, Lea Bailey, Newland, and Hope Mansell, in the county of Hereford; Weston, Weston-under-Penyard, Walford, Lea, Lea Bailey, Lea Line, Lea Hamlet, Newland, Abinghall, Mitcheldean, Little Dean, East Dean, West Dean, Ruardean, Flaxley, Holy Trinity, Blaisdon, Hope Mansel, English Bicknor, Westbury-on-Severn, Wood Green, Northwood Green, Chaxhill, Cleeve, Rodley, Upper Lay, Lower Lay, Longhope, Upper Longhope, Lower Longhope, Huntley, Church-ham, Linton, Over, Highnam, Bulley, Minsterworth, Lassington, Maisemore, Barnwood, and Rudford, in the county of Gloucester; and Saint Mary de Lode, Saint Caherine, Saint John the Baptist, Saint Nicholas, Saint Mary-de-Crypt, Saint Owen, Saint Aldate, Saint Michael, Saint Mary de Grace, Holy Trinity, North Hamlet, South Hamlet, Hamlet of Barton Saint Michael, Hamlet of Barton Saint Mary, Hamlet of Littleworth, College Precincts, Wotton Saint Mary, and Wotton, in the county of the city of Gloucester; and it is intended to apply for powers to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railway, branch railways, and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Hereford, at his office at Hereford; with the Clerk of the Peace for the city of Hereford, at his office at Hereford; with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and with the Clerk of the Peace for the county of the city of Gloucester, at his office at Gloucester, on or before the thirtieth day of November instant; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections, as relates to each parish in or through which the said railway, branch railways, and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode; and a copy of so much of the said plans and sections, as relates to the lands of Her Majesty in the said Forest of Dean, through which the said works, or some part thereof, are proposed to be made, will be deposited at the Speech House in the said Forest.

And notice is hereby further given, that it is intended, by the said Bill, to incorporate a company for the purpose of carrying into effect the proposed

works, and to apply for powers for the compulsory purchase of lands and houses and other hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway, branch railways, and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is further intended, by the said Bill, to enable the company thereby to be incorporated to sell, let, or transfer all or any part of the said proposed railway, branch railways, and works to any other company, body, or persons, and to enable such other company, body, or persons to purchase, rent, or construct the works which may be so sold or let and transferred to them, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended works; and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between them and the said company to be incorporated as aforesaid.—Dated this 12th day of November 1844.

John Cleave.

F. L. Bodenham.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to carry into effect and to confirm an agreement, bearing date the first day of November one thousand eight hundred and forty-four, and made between certain parties interested under the will of Thomas Smith, late of Castleton, in the county of Lancaster, Esq. deceased, and the Reverend John Edward Nassau Molesworth, D.D. Vicar of the parish of Rochdale, in the same county, and in the county of York, or one of them, respecting certain lands and hereditaments in the said parish of Rochdale, being glebe lands, belonging to the vicarage of the said parish; and to authorize the execution of all necessary deeds, and the doing of all necessary acts for the purposes of the said agreement; and also to confirm in part, and to vacate in other part, certain leases of parts of such glebe lands, granted under the powers of the Act after mentioned, to the extent and in the manner specified in such agreement.

And notice is also given, that by the said Bill it is intended to alter and extend the provisions of an Act, passed in the fourth year of the reign of King George the Third, intituled "An Act to enable the Vicar of the parish of Rochdale, in the county of Lancaster, to grant a lease or leases of the glebe lands belonging to the said vicarage;" and to authorize the application of certain funds, standing in the name of the Accountant-General of the Court of Chancery, belonging to the said vicarage, towards the reimbursement of certain expences incurred by the said Vicar.—Dated this second day of November 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, repeal, amend, and enlarge the powers and provisions of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from Colchester to Ipswich," or some of them, and to enable the Eastern Union Railway Company, incorporated by such Act, to purchase, rent, or construct, or carry into effect a certain intended railway, pier, jetty, and other works, purposed to commence by a junction with the Eastern Union Railway, in the parish of Lawford, in the county of Essex, and to terminate within or near to the port or harbour of the borough of Harwich, in the same county, and to authorize the said company to take and exercise such powers for the purposes thereof as may be deemed necessary; and also to raise and contribute funds for or towards the carrying into effect, construction, maintenance, and use of the said intended railway, pier, jetty, and other works, and to guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed upon, between the said Eastern Union Railway Company and the company or companies who may be incorporated for the purpose of carrying into effect the said intended railway, pier, and jetty, and the several works thereof, or any or either of them.

Dated November 1844.

*Few, Hamilton, and Few, Covent-garden.
W. O. and W. Hunt, 10, Whitehall.*

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge some of the provisions of an Act, passed in the thirty-fourth year of the reign of His Majesty King George the Third, intituled "An Act for building a new bridge over the river Parrett, within the borough of Bridgwater, in the county of Somerset, and for repairing, maintaining, and extending the quays in the port of Bridgwater aforesaid, for abolishing the ancient and accustomed duties, and for imposing certain new duties at the port of Bridgwater aforesaid, instead thereof; for regulating the moorings and stations of ships and vessels in the said port, and for imposing a certain toll on horses, carriages, and cattle;" or to repeal the said Act, and grant further powers instead thereof; and in which Act, so to be applied for, provision is intended to be made for improving and maintaining the present navigation of the river and bay of Bridgwater, by the removal of all banks of sand, stakes, wrecks, or other obstructions to such navigation, and for the better regulation of the pilots belonging to the said port; also to extend and improve the present quay on the eastern side of the said river, and form slips or landing places in the same; also to enlarge and repair the present dry dock, and to form and maintain a new dry dock and

graving banks for the repair of vessels, with such other works and conveniences as may be necessary or desirable for the accommodation of the trade of the said port; and in which Act provision is also intended to be made to form a communication by a road, and also by a railway, from or near the said extended quay to the Bridgwater station of the Bristol and Exeter Railway, with approaches by roadways to and from such quay and communication; which said navigation extension of the present quay, dry docks, graving banks, works, and conveniences, and also the said communication by road and by railway, and the approaches to and from such quay and communication, are situate in, or will pass, or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places of Brean, Berrow, Burnham, Huntspill, Pawlett, Puriton, Durligh, Slogursey, Stockland Bristol, Otterhampton, Cannington, Chilton Trinity, Wembdon, and Bridgwater, or some of them, all in the county of Somerset.

And notice is hereby further given, that duplicate plans and sections describing the line and situation of the said navigation, extension of the present quay, the present dry dock, the intended new dry dock, and the graving banks, works, and conveniences, and also the said communication by road and by railway, and the approaches to and from such quay and communication, and the lands and property to be authorized to be taken for the purposes aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the offices respectively of the Clerk of the Peace for the county of Somerset, at Taunton, and of the Clerk of the Peace for the said borough of Bridgwater, at Bridgwater aforesaid, and a copy of so much of the said plans and sections as relates to each of the aforesaid parishes, together with a book of reference thereto, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish.

And notice is hereby also given, that it is intended to apply for power in the said Act, for the compulsory purchase of the messuages, lands, tenements, and hereditaments to be described on the said plans, and to levy tolls, rates, or duties in respect of the use of the said dry docks, and also in respect of passengers, goods, horses, and carriages passing along, or using the said communications, or of any of the works or conveniences to be provided under the powers of the said Act, and to repeal, alter, vary, or increase the several tolls, rates, and duties already granted by the said Act, and to grant such exemptions from all or any of such several tolls, rates, and duties, as may be deemed expedient; and also to vary or extinguish all rights or privileges in any manner connected with the houses, lands, tenements, or hereditaments proposed to be taken or interfered with, in or with reference to the making or execution of the said intended works; and also for power to deviate in

the construction of the same, to any extent not exceeding the limits of deviation defined upon the said plans so to be deposited as aforesaid, save and except where the property, within such limits of deviation, shall not be delineated on the said plans, or, if delineated on the said plans, shall not be contained and described in the said books of reference, or where it shall be denoted on the said plans, or in the said books of reference, that the powers of deviation into any particular property or properties is not intended to be applied for; and also for power to alter, vary, and divert highways, roads, tramroads, paths, passages, rivers, canals, brooks, streams, sewers, water, and water-courses within the several parishes, townships, extra-parochial and other places aforesaid, or some of them.

Al. Paramore, Town Clerk.

Dated Bridgwater, 6th November 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, enlarge, or repeal, and to consolidate the powers and provisions of the several Acts herein-after mentioned, or some of them, that is to say; An Act, passed in the fifth year of the reign of Her present Majesty, intituled "An Act for making a railway from Great Yarmouth to Norwich, in the county of Norfolk;" an Act, passed in the seventh year of the reign of Her present Majesty, intituled "An Act to amend and enlarge some of the provisions of the Act authorizing the construction of the Yarmouth and Norwich Railway, and to authorize the construction of certain new works in connexion therewith;" and an Act, passed in the seventh year of the reign of Her present Majesty, intituled "An Act for making a Railway from Norwich to Brandon, with a branch to Thetford;" and it is intended, by the Act or Acts so to be applied for, to authorize and empower the union and consolidation into one undertaking of the Yarmouth and Norwich Railway, and the Norwich and Brandon Railway, and the branch railways and works connected therewith, and any branch railways or other works which may be authorized to be carried into effect by the said companies, or either of them, by any Act or Acts of the next session of Parliament, and the respective capital, stock, shares, property, and effects of the Yarmouth and Norwich Railway Company, and of the Norwich and Brandon Railway Company, and the vesting in one company of the said railways, branch railways, and works, and of all the said capital, stock, shares, property, and effects, and of all the powers and privileges now vested in the said two companies, or either of them, or which may be vested in them, or either of them, by any Act or Acts of the next session of Parliament, and to authorize the incorporation of a new company for the purposes above mentioned; and it is also intended, by the same Act or Acts so to be applied for, to enable such new company to levy tolls, rates and duties, for and in respect of the use of the said Yarmouth and Norwich Railway and Norwich and Brandon Railway respectively, and any of the branches thereof, now au-

thorized, or which may be authorized, by any Act or Acts of the next session of Parliament, or of any part or parts thereof; and to alter the tolls, rates, or duties now existing upon the same railways respectively, or either of them, or any branches thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates or duties, and other rights and privileges; and it is intended, by such Act or Acts, to authorize the new company to be thereby incorporated to contribute or subscribe towards the establishment and maintenance of, or to purchase, rent, and use, and, if need be, to complete, any undertakings to be connected with the said railways, or either of them, which they may deem beneficial to their interests, and which may be sanctioned by Parliament.

8th November 1844.

Parker, Hayes, Barnwell, and Twisden,
Solicitors.

White and Borrett,
Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to continue and extend the term, and alter, amend, and enlarge the powers and provisions of an Act, passed in the fourth year of the reign of his late Majesty King George the Fourth, intituled "An Act for repairing the roads from the borough of Tamworth, in the counties of Stafford and Warwick, to the town of Ashby-de-la-Zouch, in the county of Leicester; and from Harrington-bridge (heretofore Sawley-ferry), in the said county of Leicester, to a turnpike gate at or near the end of Swareliffe-lane, leading to Ashby-de-la-Zouch aforesaid;" or to repeal the said Act, and grant more effectual powers instead thereof; and in the said Bill provision is intended to be made to alter or increase the existing tolls authorized to be collected by the said Act, and particularly a discontinuance of the exemption thereby granted in respect of Lime.—Dated this first day of November 1844.

By order,

Thomas Piddocke, Clerk to the Trustees.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of three several Acts, one passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for granting certain powers to a company, called The Imperial Continental Gas Association;" another, passed in the sixth year of the reign of His said late Majesty, intituled "An Act for granting further powers to a company, called The Imperial Continental Gas Association;" and the third, passed in the sixth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for granting further powers to the Imperial Continental Gas Association."

Dated the ninth day of November 1844.

Pearce, Phillips, and Winkworth, Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the 29th year of the reign of King George the Second, intituled "An Act to enable the Proprietors and Inhabitants of houses in York-buildings, in the parish of St. Martin-in-the-fields, in the county of Middlesex, to make and levy a rate on themselves sufficient to answer the expense of re-building or repairing of the terrace-walk and water-gate, and such other part of the premises adjoining to the river Thames, and belonging to the said buildings, as shall be judged necessary, and for keeping the same in repair for the future;" or to repeal the said Act, and to grant further and other powers and provisions in lieu thereof, for more effectually enabling the Proprietors and Inhabitants of the houses in York-buildings aforesaid, to repair, preserve, and maintain the said water-gate on the said estate and premises, being the estate and premises formerly belonging to the late George Villiers, Duke of Buckingham, deceased; and also to embank, drain, and inclose a certain portion or tract of land lying in front of the said terrace-walk, now forming part of the bed and shore of the river Thames, bounded on the south-west partly by an embankment or wharf called the Hungerford-wharf, belonging to the Hungerford Market Company, and partly by the projection into the river Thames used and occupied by Messrs. Nash and Adams, and on the north-east running in a north-easterly direction from the north corner of the said Hungerford-wharf, to the extent of about 310 feet in a line with the east front of the said Hungerford-wharf, and thence northwards to a point on the western wharf, Adelphi, in a straight line from the north-east corner of the back of the house No. 13, George-street, from thence westward round the said western wharf to the north-east corner of the said terrace-walk, and thence south-westwards along the front of the said terrace-walk to the south-west corner thereof; and in the said Bill will be contained powers to authorize the formation and construction of proper sewers from the present river frontage of the said estate into the river Thames down to and below low water mark (if necessary) through or under the said terrace-walk inclosure and embankment; and notice is hereby given, that in the said Bill powers will be contained for the compulsory purchase of lands and houses, and for altering the rates or duties authorized by the said recited Act to be collected, and for raising new or additional rates, and for raising the necessary funds for carrying the purposes of the proposed Bill into execution, and for altering or extinguishing the existing exemptions from rates and other rights and privileges, and for conferring others; and notice is hereby given, that a map or plan of the said portion or tract of land proposed to be embanked and inclosed; and also a duplicate of such map or plan, and a section and duplicate thereof, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Middlesex,

at his office, at the Sessions-house, Clerkenwell-green, in the said county, on or before the thirtieth day of November instant; and, on or before the thirty-first day of December next, a copy of the said plan and section and book of reference will be deposited with the parish clerk of the said parish of St. Martin-in-the-fields, at his place of abode, 110, St. Martin's-lane, in the said parish.—Dated the seventh day of November 1844.

Philip Hayward, Solicitor for the Bill,
14, Buckingham-street, Strand.

Bedford and London and Birmingham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the making and maintaining of a railway, with proper works and conveniences connected therewith, to commence in the parishes of Saint Mary and Saint John, or one of them, in the town of Bedford, in the county of Bedford; to proceed thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Saint Mary, Saint John, Elstow, Kempston, Wootton, Marston-Moretaine, Liddington, Ridgmont, Husbourn Crawley, and Aspley-guise, in the county of Bedford; and Wavendon, Bow Brickhill, Simpson otherwise called Sympson, Fenny Stratford, and Bletchley, in the county of Buckingham; and to terminate by a junction with the London and Birmingham Railway, in the parish of Bletchley aforesaid.

And it is intended by such Act to incorporate a company, with powers for the compulsory purchase of lands and houses for the purposes of the said intended undertaking; and also with powers to levy tolls, rates, and duties in respect thereof; and to enable such company to sell or lease the said intended undertaking to the London and Birmingham Railway Company; and to enable the said last-mentioned company to purchase or rent, and to work, use, and occupy the same.

And it is intended to apply for powers to vary or extinguish all rights and privileges connected with the lands proposed to be purchased for the purposes of the said undertaking, or which would in any manner impede or interfere with the objects of the said intended Act, and to confer other rights and privileges.

And it is also intended to apply for powers to stop up or divert a portion of the turnpike road branching out of the Bedford and Woburn turnpike road, and situate within the several parishes of Saint Mary and Elstow aforesaid; and also for power to stop up, alter, or divert, whether temporarily or permanently, all roads, streams, canals, or highways, which it may be necessary so to divert or stop up, for the purposes of the said railway; and to deviate in the construction of such railway to such extent on either side of the line thereof, as will be shown on the plans of such railway to be deposited as hereinafter mentioned.

And notice is hereby further given, that plans and sections, describing the line and levels of the

said intended railway, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November, in the present year, at the office of the Clerk of the Peace for the county of Bedford, in the town of Bedford; and at the office of the Clerk of the Peace for the county of Buckingham, in the town of Aylesbury; and that a copy of so much of the said plans, sections, and books of reference, as relate to each parish in or through which the said railway is intended to be made, will be deposited, for public inspection, with the parish clerk of each such parish, on or before the thirty-first day of December next.

Dated the first day of November 1844.

Theed Pearse, jun.
Parker, Hayes, Barnwell, and Twisden,
Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, and enlarge some of the powers of the several Acts relating to the London and Birmingham Railway, passed respectively in the third year of the reign of King William the Fourth, and in the session of Parliament held in the fifth and sixth years of the same reign, and in the first and in the second years of the reign of Her present Majesty Queen Victoria, and in the session of Parliament held in the fifth and sixth years of the same reign, and in the sixth year of the same reign, and in the session of Parliament held in the sixth and seventh years of the same reign; and to enable the London and Birmingham Railway Company to raise further capital, and to contribute or subscribe towards the establishment and maintenance of, or to purchase or rent and use, and, if need be, to complete, such other undertakings as they may deem beneficial to their interests, and as may be sanctioned by Parliament.

8th November 1844.

Parher, Hayes, Barnwell, and Twisden,
1, Lincoln's-inn-fields, Solicitors.
Saml. Carter, Birmingham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for dividing, allotting, exchanging, enclosing, and otherwise improving the commons, commonable lands, common fields, common meadows, pastures, and waste lands and grounds, or some part or parts of the same, respectively, in the parish of Saint Mary, in the town and county of the town of Nottingham; and for extinguishing the rights of common and other rights and privileges in, upon, and over the same, and for exonerating the same from tithes; and, in which Bill, provision is intended to be made for defraying the expenses of the said enclosure by means of a sale or sales of a portion or portions of the said lands intended to be so enclosed, or by a rate upon the owners of such

lands, or by some other means to be provided for by the said Bill.—Dated this seventh day of November 1844.

Wadsworth and Patchitt, Solicitors.

NOTICE is hereby given; that application is intended to be made to Parliament in the next session for a Bill to amend an Act, passed in the fourth year of the reign of King George the Third, intituled "An Act to enable the vicar of the parish of Rochdale, in the county of Lancaster, to grant a lease or leases of the glebe lands belonging to the said vicarage," and to extend, alter, and enlarge the powers of the said Act, and also to authorize the said vicar for the time being of the said vicarage, and all persons incapacitated or otherwise for the time being, entitled to certain hereditaments, part of the glebe of the said vicarage of Rochdale, contained in leases which have been granted, or have been professed to be granted, under the powers of the said Act, to do all acts necessary for confirming or vacating such leases, or confirming the same in part and vacating the same in part, or to alter the terms and conditions of such leases as regards all or any parts of the hereditaments therein comprised. And to authorize the application of certain funds, standing in the name of the Accountant-General of the Court of Chancery, belonging to the said vicarage, towards the reimbursement of certain expenses incurred, or to be incurred, by the said vicar.—Dated this 2nd day of November 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for opening a street or way, and forming and erecting an avenue arcade or colonnade, commencing in Lothbury and Throgmorton-street, at or near the end of Bartholomew-lane, and terminating at or near to London-wall and Finsbury-pavement South, together with a branch avenue, arcade or colonnade, leading therefrom, and terminating at or near to London-wall and Finsbury-circus, all in the city of London; and which avenue or avenues, arcade or arcades, colonnade or colonnades, will be situated in, or pass from, through, or into the united parishes of Saint Bartholomew by the Exchange, Saint Christopher-le-Stocks, and Saint Margaret, Lothbury, and the parishes of Saint Peter-le-Poor, Saint Stephen, Coleman, and All-hallows on London-wall, some or all of them, and for constructing sewers, and for altering, diverting, widening, improving, or stopping up certain passages, courts, alleys, and ways now existing in the line of the intended street or way, avenues, arcades, or colonnades; in the several parishes aforesaid; and it is intended in the said Bill to apply for the powers usually conferred for the compulsory purchase of houses, lands, tenements, and hereditaments necessary for such purposes, and for granting certain powers, rights, and privileges to a company, or other body of persons, for carrying the several purposes aforesaid into execution.

Dated this ninth day of November 1844.

Bischoff and Coxe, Solicitors, 19, Coleman-street.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill for making and maintaining a railway, with all proper and convenient stations, wharfs, erections, works, bridges, communications, approaches, and conveniences connected therewith, to commence at or near the point of junction of the roads leading from Lincoln to Newark-upon-Trent, and Winthorpe to Newark-upon-Trent, with a certain street or road called Northgate, in the parish of Newark-upon-Trent, and in the borough of Newark, in the county of Nottingham, and to terminate in the township of Tupton, in the parish of Chesterfield, in the county of Derby, by a junction with the Midland Railway, near the Chesterfield station, in the parish of Chesterfield aforesaid, and by an independent terminus, or by a junction with any other railway on the north-western side of the said Midland Railway, in the said township of Tupton, and parish of Chesterfield aforesaid, near to the said station; and which said railway and works will be situate in, or pass from, through, or into the several parishes, townships, hamlets, and extra-parochial and other places following, or some of them, that is to say; Newark-upon-Trent parish, Newark borough, East Stoke, Hawton, Farndon, Winthorpe, South Muskham, Little Carlton, Kelham, Averham, Park Leys, Staythorpe, Upton, Hockerton, Hockerwood, Rolleston, Fiskerton, Morton, Southwell, Easthorpe, Westhorpe, Burgage, Southwell High Town, Normanton, Kirklington, Norwood Field, Ilam, Edingley, Osmondthorpe, Farnsfield, Hexgrave, Hexgrave Upper, Hexgrave Lower, Hexgrave Park, Belleau Park, Bilsthorpe, Blidworth, Lindhurst, Lindhurst Farm, Rufford, Rufford liberty, Rainworth, Mansfield, Mansfield Woodhouse, Pleasley Hill, Sutton in Ashfield, Kirkby in Ashfield, Selston, Westwood, Bagthorpe, Underwood, Pinxton, Hucknall-under-Huthwaite, Skegby, Teversal, Dunsill, and Stanley, in the county of Nottingham; and Pinxton, Pleasley, Ault Hucknall, Rowthorne, Stainsby, Hardstoft, Astwith, Heath, Oldcoates, Oldcoates Manor, Sutton Scarsdale parish, Sutton Scarsdale township, Tibshelf, Pilsley, North Wingfield parish, North Wingfield township, Williamthorpe, Tupton, Temple Normanton, Calow, Hasland, Birdholme, Boythorpe, Wingerworth, Chesterfield parish, Chesterfield borough, Chesterfield township, Tupton, Brimington, Newbold, Whittington, and Newbold with Dunston, in the county of Derby.

And notice is hereby given, that it is intended to apply for powers, in the said Bill, to make lateral deviations from the line of the proposed railway and works to the extent or within the limits defined upon the plans hereinafter mentioned or referred to; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, tramroads, and railways within the said parishes, townships, hamlets, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works,

And notice is hereby also given, that it is intended to take powers, in the said Bill, to make certain alterations in the railway or tramroad called the Mansfield and Pinxton Railway, within the parishes, townships, and extra-parochial places of Mansfield, Sutton in Ashfield, Kirkby in Ashfield, Selston, Pinxton, Bagthorpe, Underwood, and Westwood, in the said county of Nottingham; and of Pinxton, in the said county of Derby; and to enable the Company to be incorporated by the proposed Bill, and the Mansfield and Pinxton Railway Company, and all other parties who may be interested therein, or in the rates, tolls, and duties arising therefrom, to enter into and carry into effect such mutual arrangements as may seem expedient for the purchase and sale, or for the letting, taking, or use of the said Mansfield and Pinxton Railway, or of any portion thereof, and of all or any of the powers of the said last-mentioned Company in connexion therewith; or to consolidate the said Mansfield and Pinxton Railway Company with the Company so to be incorporated as aforesaid; or to enable the said Mansfield and Pinxton Railway Company to make such alterations in the said railway or tramroad within the said parishes, townships, and extra-parochial places aforesaid, or some or one of them, to connect the same with the said intended railway; and for adapting the said railway or tramroad to the several purposes of both or either of the said companies; and, for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of the Act, passed in the fifty-seventh year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a railway or tramroad from Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham, to communicate with the Cromford Canal, at Pinxton Basin, in the parish of Pinxton, in the county of Derby."

And notice is hereby further given, that duplicate plans and sections of the said works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent, in the said county; and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the said last-mentioned county; and with the Clerks of the Peace for the respective boroughs of Newark and Chesterfield, at their offices in the said boroughs, respectively, on or before the thirtieth day of November one thousand eight hundred and forty-four; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended, by the said Bill, to incorporate a company, for the purpose of carrying into effect the proposed works; and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any

manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said works; and to alter existing tolls, rates or duties, and to confer, vary, or extinguish exemptions from the payment of the tolls, rates, and duties authorized to be taken under or by virtue of the said Act; and other rights and privileges; and notice is hereby further given, that it is intended to take powers to enable the company to be incorporated by the said Bill, to let on lease or sell the said intended railway and works, or any part thereof, to any other railway company now incorporated or to be incorporated by Act of Parliament, or otherwise.—Dated this 4th day of November 1844.

R. and R. Caparn, Newark-upon-Trent,
Parsons and Benn, Mansfield,
Burker, Rose, and Norton, 50,
Mark-lane, London, } Joint Solicitors.

Grand Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of the following Acts, relating to the Grand Junction Railway; namely, an Act, passed in the third year of the reign of His late Majesty King William the Fourth; another Act, passed in the fourth year of the reign of His said late Majesty King William the Fourth; another Act, passed in the fifth year of the reign of His said late Majesty King William the Fourth; another Act, passed in the fifth year of the reign of His said late Majesty King William the Fourth; another Act, passed in the first and second years of the reign of Her present Majesty; and another Act, passed in the third year of the reign of Her said present Majesty.

And, in the said Act or Acts, provision will be made for authorizing the Grand Junction Railway Company to construct, maintain, work, and use the following branches from, extensions of, or additions to, the said Grand Junction Railway (with proper works and conveniences connected therewith and approaches thereto), that is to say; firstly, a railway, commencing by a junction with the Grand Junction Railway, in the township of Kekewick, in the parish of Runcorn, in the county of Chester, and terminating by a junction with the Liverpool and Manchester Railway, in the township of Huyton, in the parish of Huyton, in the county of Lancaster, and passing from, through, or into the several parishes, parochial chapelries, townships, hamlets, and places of Runcorn, Daresbury, Kekewick, Moore, Norton, Fidler's Ferry, Marshgate, Warford, Stockham, Astmore, and Great Budworth, or some of them, all in the county of Chester; West Bank, Cuerdley, Widness, Upton Within Widness, Upton, Widness Within Appleton, Appleton, Speke, Childwall, Penketh, Great Sankey, Little Sankey, Farnworth, Farnworth Within Widness, Ditton, Little

Tarbock, Tarbock, Hale, Halewood, Little Woolton, Much Woolton, Garston, Allerton, Walton-on-the-Hill, Halsnead, Cronton, Rainhill, Bold, Whiston, Huyton, Roby, Prescott, and Warrington, or some of them, all in the county of Lancaster; secondly, a railway, commencing by a junction with the said Grand Junction Railway, in the township of Basford, in the parish of Wybunbury, in the said county of Chester, and terminating at or near Stoke-upon-Trent, in the parish of Stoke-upon-Trent, in the said county of Stafford; and thirdly, a railway, commencing by a junction with the Grand Junction Railway, in the township of Monks Coppenthal, in the parish of Church Coppenthal, in the said county of Chester, and terminating at or near Stoke-upon-Trent aforesaid; both the said last-mentioned intended new railways passing from, through, or into the several parishes, or extra-parochial chapelries, townships, hamlets, or places of Basford, Crewe, Chorlton, Wybunbury, Weston, Church Coppenthal, Monks Coppenthal, Lawton, Church Lawton, Barthomley, Haslington, Alsager, Warrington, Elton, and Sandbach, or some of them, all in the county of Chester; and of Audley, Balterley, Knowle, Knowle End, Church Lawton, Lawton Park End, Eardley End, Bignall End, Talk, Talk-o'-th'-Hill, Wolstanton, Ranscliffe, Tunstall, Shelton, Chatterley, Stoke, Stoke-upon-Trent, Burslem, Penkhull, Penkhull cum Boothem, and Rushton Vale, or some of them, all in the county of Stafford; and fourthly, a railway, commencing by a junction with the said Grand Junction Railway, near Friar's Park Wood, in the parish of West Bromwich, in the county of Stafford, and terminating at or near the town of Dudley, in the counties of Worcester and Stafford, or one of them, and passing from, through, or into the several parishes, or extra-parochial chapelries, townships, hamlets, or places of West Bromwich, Saint James West Bromwich, All Saints West Bromwich, Christ Church West Bromwich, Tipton, Dudley, Dudley Castle and grounds, Saint Thomas Dudley, the Priory Dudley, and Wednesbury, or some of them, all in the county of Stafford; and of Dudley, Dudley Castle and grounds, Saint Thomas Dudley, and the Priory Dudley, or some of them, all in the county of Worcester.

And further notice is hereby given, that plans and sections, describing the lines and levels of the said several branch railways and works, and the lands and property which may be required to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited as follows, that is to say; as to the branches and works firstly above mentioned, with the Clerk of the Peace of the county of Lancaster, at his office at Preston; and with the Clerk of the Peace of the county of Chester, at his office at Chester; as to the branches and works secondly and thirdly above-mentioned, with the Clerk of the Peace of the county of Chester, at his office at Chester; and with the Clerk of the Peace of the county of Stafford, at

his office at Stafford; and as to the branch or works fourthly above mentioned, with the Clerk of the Peace of the county of Stafford, at his office at Stafford; and with the Clerk of the Peace of the county of Worcester, at his office at Worcester; and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes from, in, through, or into which the said intended works, or any of them, respectively, will be made or pass, will be deposited, for public inspection, on or before the thirty-first day of December now next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to take powers to levy tolls, rates, and duties on and for the use of the said railways, and otherwise, and for the compulsory purchase of lands and houses; and that it is also intended to vary, repeal, or extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways and works, and to confer other rights and privileges.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to take power to alter and divert, within the several parishes, townships, extra-parochial and other places aforesaid, or some of them, all such highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses as it may be necessary or expedient to alter and divert, for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said railway or railways, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

Dated the first day of November 1844.

Clay and Swift, Solicitors, Liverpool.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts, to alter, amend, enlarge, and extend some of the powers and provisions of the several Acts of Parliament, relating to the North Union Railway, made and passed, respectively, in the fourth year of the reign of His late Majesty, King William the Fourth, and the first year of the reign of Her present Majesty; also, of the several Acts of Parliament, relating to the Bolton and Preston Railway, now incorporated with and forming part of the said North Union Railway, made and passed, respectively, in the first, the first and second, and the fifth years of the reign of Her present Majesty; also of an Act, made and passed in the seventh year of the reign of Her present Majesty, intitled "An Act to effectuate the sale by the Bolton and Preston Railway Company, of their railway and other property and effects, to the

North Union Railway Company, to incorporate with such last-mentioned company, the proprietors of the Bolton and Preston Railway, and to consolidate shares into stock;" and also, of the several Acts of Parliament relating to the improvement of the navigation of the river Ribble, made and passed, respectively, in the first and seventh years of the reign of Her present Majesty; and that, by such intended Act or Acts, it is proposed and intended to empower the North Union Railway Company, and the Ribble Navigation Company, to make, construct, and maintain a branch or connexion railway, with all proper works and conveniences connected therewith, commencing at and from the North Union Railway, on the northerly side of and near to the occupation bridge over the said North Union Railway, commonly called German's Bridge, situate in the township, borough, and parish of Preston, in the county of Lancaster, and terminating at, upon, or near the Victoria Quay, on Preston Marsh, within the same township, borough, and parish, and which said branch or connexion-railway will be situate and pass wholly in and within the township, borough, and parish of Preston aforesaid; and by the said intended Act or Acts, it is also proposed to empower the said North Union Railway Company, to make a branch railway from and out of the said North Union Railway, on the southerly side of and within the distance of three hundred yards from the bridge over the North Union Railway, commonly called Ridgway's Coal Pit-road Bridge, in the township of Blackrod, in the parish of Bolton and county of Lancaster, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Bolton, Blackrod, Dean, and Horwich, all in the said county, or some or one of them, and terminating at or near to the gas works, in the occupation of Messrs. Joseph Ridgway and Company, situate in the township of Horwich, in the parish of Dean, in the said county; and by the said intended Act or Acts, it is proposed to take powers for the compulsory purchase of lands, messuages, and hereditaments for all or any of the purposes aforesaid, and to levy and raise rates, tolls, or duties, upon or in respect of the said railways, respectively, and of the works and conveniences connected therewith.

And notice is hereby further given, that plans and sections, describing the lines and levels of each of the said intended railways, respectively, and describing also the lands proposed to be taken for the purposes thereof, and of the works connected therewith, together with a book or books of reference to such plans, respectively, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace of the county of Lancaster, at his office in Preston, in the said county, and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each of the said parishes in or through which the said intended railways and works, respectively, will be situate, will be

deposited with the parish clerks of such parishes, respectively, on or before the thirty-first day of December next.

And notice is hereby further given, that it is proposed by the said Act or Acts, to enable the said North Union Railway Company, and Ribble Navigation Company, to contribute the funds necessary for the construction and maintenance of the said railway from the North Union Railway, near German's Bridge, to the Victoria Quay, on Preston Marsh aforesaid, and otherwise to effectuate an arrangement entered into between the said two companies for the construction and maintenance of such railway and works, and for vesting all such powers as shall be deemed necessary or expedient for the making, construction, and maintenance, and the management, regulation, and working of the said last-mentioned railway and works, in the said North Union Railway Company, and the said Ribble Navigation Company, or in committees to be, from time to time, nominated and selected as follows, that is to say; one half of the number of members of such committee by and from the directors of the said North Union Railway Company, and the other half by and from the directors of the said Ribble Navigation Company; and it is also proposed by the said intended Act or Acts, to enable either of the said companies, or both of them, to sell or let the said last-mentioned railway and works, or any of them, or any part thereof, and all or any of the powers connected therewith, or relating thereto; and either before or after the completion of such last-mentioned railway and works to the said North Union Railway Company, or to the said Ribble Navigation Company, or to any other company, corporation or person; and to enable the said North Union Railway Company and Ribble Navigation Company, respectively, and all other companies, corporations, and persons, or any or either of them, respectively, to purchase or rent the said last-mentioned railway and works, or any of them, or any part thereof, and to construct, maintain, and use the same, and to use and exercise all or any of the powers which may be so transferred to them or him; and also, to enable the said North Union Railway Company, and Ribble Navigation Company, or either of them, to contract and agree with any other company, corporation, or person, and to enable all other companies, corporations, and persons, or any or either of them, respectively, to contract and agree with the said North Union Railway Company and Ribble Navigation Company, or either of them, for the purchase or lease, or for the use or occupation, and enjoyment, by the said North Union Railway Company and Ribble Navigation Company, or either of them, and others, by their or either of their authority and permission, either in perpetuity or otherwise, of any lands, buildings, wharfs, quays, or landing-places, upon or near to the banks of the river Ribble, within the township or borough of Preston aforesaid; and further to enable the said North Union Railway Company, and Ribble Navigation Company, and any other companies, corporations,

and persons, to make, enter into, and carry into effect any conveyances, leases, contracts, or agreements, in relation to the objects aforesaid, or any of them, that may be deemed expedient.

And it is also proposed by the said intended Act or Acts, to enable the said North Union Railway Company to raise by mortgage, or the creation of additional stock, a further sum, or further sums of money for all or any of the purposes aforesaid, and for other the purposes of the said North Union Railway Company, in addition to the several sums which they are authorized to raise and borrow, under or by virtue of the said several Acts of Parliament, relating to the North Union Railway, and the said Bolton and Preston Railway, or either of them, and to enable the said Ribble Navigation Company to raise either by mortgage on the creation of additional shares, a further sum or further sums of money, for all or any of the purposes aforesaid, and for other the purposes of the said Ribble Navigation Company, in addition to the several sums which they are authorized to raise and borrow, by the said several Acts of Parliament relating to the improvement of the navigation of the river Ribble.

And it is further proposed by the said intended Act or Acts, to extend such of the powers and provisions of the said several Acts, or of some or one of them, as shall be deemed expedient or desirable; and that it is intended to extend all or any of the powers and provisions of the said several Acts, or some or one or any of them, to the said several railways and works so intended to be made and maintained as aforesaid, and to the several sums of money to be raised and borrowed under the said intended Act or Act.—Dated this twelfth day of November 1844.

Woodcock and Part, Solicitors, Wigan.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to continue the term, and to alter, amend, and enlarge the powers and provisions of an Act, passed in the fifty-third year of the reign of His Majesty King George the Third, intituled "An Act for amending the roads and highways in the isle of Wight," or to repeal the said Act, and to grant further and more effectual powers and provisions for repairing the several roads and highways comprised in the said Act, or some of them; and in the said Bill, provision is intended to be made to alter or increase the existing tolls authorized to be collected by the said Act, and to levy additional tolls upon the said roads, or some of them; and also to adopt wholly or in part, the exemptions, rights, and privileges contained in the Acts now in force, relating to turnpike roads in England.—Dated this seventh day of November 1844.

Dyson, Hall, Parkes, and Coates, 25, Parliament-street, Parliamentary Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for the division of the parish and vicarage of Bradford, in the county of York, within the diocese of Ripon, in the said county, into separate districts, parishes, or vicarages, for ecclesiastical purposes, and for facilitating and aiding the endowment of such separate parishes or vicarages out of the proceeds of the said present vicarage, and for providing one or more parsonage house or houses for the incumbents of such separate parishes or vicarages, or some of them; and for extending to the said Act the provisions of the several Acts for promoting the building of additional churches, and for raising money by pew rents, and for applying to the purposes of the said new parishes or vicarages any rates or other monies now leviable in respect of the said vicarage of Bradford; and, in the said Act, powers will be contained for selling all or parts of the glebe lands belonging to the said vicarage, and for granting leases thereof for long terms of years, and for applying the money produced by such sales and leases, or any part thereof, towards the augmentation of the said new parishes or vicarages, and for providing for the patronage of such new parishes or vicarages; and for varying or extinguishing all existing rights and privileges, in relation to the said vicarage, which would impede or interfere with the execution of the purposes aforesaid.—Dated the twenty-first day of November 1844.

George Robert Mossman, Solicitor.

Bradford.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill to authorize the making and maintaining of a railway, with all proper works and conveniences attached thereto, or connected therewith, commencing by a junction with the London and Brighton Railway, at or near Redstone Hill, in the parish of Reigate, in the county of Surrey, and terminating at or near Dorking, in the same county; and which said railway will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Gatton, Nutfield, Reigate Foreign, Reigate Borough, Reigate, Hookey Borough otherwise Howleigh Borough, Linkfield-street or Lingfield Wood-hatch, Borough Santon Borough, Colley Borough, Buckland, Betchworth otherwise East Betchworth otherwise West Betchworth, Mickleham, Leigh Brockham, and Dorking, or some of them, in the said county of Surrey.

And notice is hereby further given, that it is intended by the said Bill, either to incorporate a company for executing the said proposed undertaking, or to authorize the London and Brighton Railway Company so to do, and for that purpose, or for any other purpose connected with the said proposed railway, to alter, amend, enlarge and extend the powers and provisions of the following Acts relating to the said London and Brighton Railway, that is to say; an Act passed, in the first year of the reign of Her present Majesty, intituled

“An Act for making a railway from the London and Croydon Railway to Brighton, with branches to Shoreham, Newhaven, and Lewes;” and another Act, passed in the sixth year of the reign of Her said present Majesty, intituled “An Act to enable the London and Brighton Railway Company to raise a further sum of money, and for altering and amending the Act relating to such railway.”

And notice is hereby further given, that it is intended by the said Bill so to be applied for to obtain powers for the compulsory purchase of lands and houses, and other hereditaments, and to levy tolls, rates, and duties for and in respect of the use of the said intended railway, and the conveniences connected therewith, or attached thereto, and to confer, vary, or extinguish exemptions from payment of tolls, rates and duties, or other rights or privileges.

And notice is hereby further given, that powers will be inserted in the said Bill to deviate in the construction of the said railway, to the extent defined on the plans thereof deposited as hereinafter mentioned, and to cross, stop up, alter or divert all highways, roads, railways, tramroads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, so far as may be necessary for constructing the said intended railway, within the several parishes, townships, townlands, and extra parochial or other places aforesaid, or some of them.

And notice is hereby further given, that a plan of the said proposed railway, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference to such plans, will be deposited, for public inspection, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference, as shall relate to each of the before-mentioned parishes, or such of them as may be traversed by the line of the said intended railway, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective places of abode, for the inspection of all persons concerned.

Dated the eighth day of November 1844.

*Sutton, Ewens, Ommarney, and
Prudente, Basinghall-street,
London,
George and Henry Faithfull,
Brighton.* } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize and sanction the construction of a railway or railways, with all proper works and conveniences connected therewith, commencing in the town, village, or hamlet of Southport, within North Meols, in the county of Lancaster, at or near a certain place there, bounded on the northerly side thereof by a street called Chapel-street, on the westerly side thereof by a street or lane called East Bank-lane, and on the easterly side thereof by a street called London-street; passing from, in,

through, or into the several parishes, townships, and extra-parochial places of North Meols, Ormskirk, Scarisbrick, Rufford Mawdesley, Croston, Eccleston, Leyland, and Euxton, all in the said county of Lancaster, or some or one of them, and terminating at and by a junction with the North Union Railway, at or near a certain place where the railway, formerly called the Bolton and Preston Railway, joins the original line of the North Union Railway, in the township of Euxton, in the said county of Lancaster.

And it is proposed, by the said intended Act or Acts, to incorporate a company for carrying into effect the objects aforesaid, with power to purchase lands, by compulsion or agreement, for the purposes thereof, and with power to levy tolls, rates, and duties, as to such company may seem meet.

And it is also intended to vary, repeal, or extinguish all existing rights or privileges connected with the lands so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways and works; and to confer other rights and privileges.

And it is further proposed, by the said intended Act or Acts, to enable the company thereby to be incorporated to sell, or let, or transfer to any other company the said intended railway or railways and works, or any part thereof, and all or any powers of the said company in connexion therewith; and to authorize any other railway company or companies to purchase, take, and use the same; and also to enable the said company so to be incorporated to purchase or rent, out of the funds of the said intended railway, the liberty and privilege of using all or any part of any other railway or railways and works to be connected with the said intended railway, or any part thereof; and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the company thereby incorporated and any other company or companies.

And notice is hereby also given, that it is intended to take power, in the said Act or Acts, to deviate in the construction of the proposed line or lines of railway (save as hereinafter mentioned), to an extent not exceeding ten yards on either side of the line or lines laid down on the plans to be deposited as hereinafter mentioned, where the said lines are intended to pass through land covered with houses; and (save also as hereinafter mentioned) in all other parts of the line or lines, to an extent on either side thereof not exceeding one hundred yards, save and except where the property, situate within the said distances of ten yards and one hundred yards, respectively, or either of them, shall not be numbered in the said plan, and save and except where it shall be denoted on the said plan that the power of deviation is not intended to be applied for.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended works, and describing also the lands proposed to be taken for the purposes aforesaid, together with books of reference to such plans,

containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, on or before the thirtieth day of this present November, with the Clerk of the Peace of the county of Lancaster, at his office in Preston; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works are intended to pass or to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively.—Dated this first day of November 1844.

Woodcock and Part, Solicitors, Wigan.

South Wales Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper approaches and conveniences, and with such piers, basins, breakwaters, landing places, and other works, as may be necessary in connection therewith, commencing by a junction with the Cheltenham and Great Western Union Railway, at or near the point where the said railway crosses the turnpike road from Gloucester to Stroud, at Standish, in the county of Gloucester, and terminating on the north-western shore of the bay or harbour of Fishguard, and near to a point there known by the name of Goodwic-pier, in the county of Pembroke; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Standish, Oxlinch, Randwick, Standish-house, Haresfield, Slimbridge, Hurstsages, Stonehouse, Eastington, Framilode, Upper Framilode, Forge, Moreton Valence, Whitminster otherwise Wheatenhurst, Upper Whitminster, Frampton on Severn, Saul, Epney, Longney, Arlingham, Overton, Frertherne, Westbury on Severn, Stantway, Bollon otherwise Bollow, Chaxley otherwise Chaxhill, Lower Lay otherwise Leigh, Upper Lay otherwise Leigh, Northcot, Rodley, Newnham, Awre, Blakeney, Bledsloe, Hagloe, Etloe otherwise Etloe Duchy, Gibbs-hall, Lydney, Purton, Ailberton, Alvington, Woolaston, Upper Woolaston, Lower Woolaston, Woolaston Grange, Ashwell Grange, Tidenham, Beachley, Sedbury, Bishton, Church-end, Wibdon, Stroat, and Lancut, in the county of Gloucester; Chepstow, Chepstow Castle and Wood, St. Arvans, Mounon, Mathern, St. Pierre, Ifton-hill, Portskewet, Southbrook otherwise Sedbrook, Caerwent, Crick, Caldicot, Ifton, Roggiett otherwise Rogiet, Llanvihangel Rogieth, Undy, Magor, Upper Grange, Lower Grange, Safisbury, Wilcrick, Redwick, St. Brides, Landeveny, Green Moor, Bishton, otherwise Bishopston, Llanwern, Langstone, Whitson, Nash, Christchurch, Llanvihangel Lantarnam, St. Woollos, Newport, St. Paul's Newport, Bassalleg, Caig, Rogerstone, Duffryn, Coedcernew, St. Brides other-

wise Llansaintfraed, Marshfield, Llanbad otherwise Peterston, St. Mellons, and Rumney, in the county of Monmouth; Roath, Lanishen, Whitechurch, Cardiff, St. John the Baptist, St. Mary, Llandaff, Ely, Fairwater, Gabalfa, Canton, Leckwith, Caereau otherwise Caira, Wenvoe, Michelston super Ely, St. Fagans, Llanilern, otherwise Capel Llanilern, Radir, Pentyrch, Garth Castle, St. Brides super Ely otherwise Llansaintfraed, St. Georges, St. Nicholas, St. Lythans, Bonvilstone otherwise Bolston otherwise Tre Simwn, Peterston super Ely otherwise Llanbadarfro, Pendoylon, Llantrissant, Caergawanaf, Miskin, Town otherwise Town Hamlet, Gellywion, Traen, Castellta, Welch St. Donats, Ystraed Owen, Llan-sannor, Llanharry, Llanharren, Llanilid, Coychurch otherwise Eglwys Llangrallo, Coychurch higher, Coychurch lower, Pencoed, Peterston super Montem otherwise Capel Llanbad, Llandyfodwg otherwise Eglwys Glynn Ogwr, Saint Mary Hill; Llangard, Treose, Penlline otherwise Penlywynd, Colwinstone, Ewenny, Saint Brides major, Saint Brides Lampha, Southerndown, Coyty, Coyty higher, Coyty lower, Saint Brides minor otherwise Llansaintfred, Ynisawdre, Llangonoyd otherwise Llangynwd, Llangonoyd higher, Llangonoyd lower otherwise Boyder, Llangonoyd Middle, Cwmdru, Lalestone, Lalestone higher, Lalestone lower, Trenewydd otherwise Newcastle, Newcastle higher, Newcastle lower, Oldecastle, Bridgend, Merthyr Mawr, Tythegston, Tythegston higher, Tythegston lower, Newton Nottage, Pyle, Sker, Kenfig otherwise Mawdland, Margam, Hafod-y-poth, Brombill, Trissant, Kenfig, Aberafon, Michaelstone super Afon, Michaelstone super Afon higher, Michaelstone super Afon lower, Baglan, Baglan higher, Baglan lower, Britton Ferry, Glyn Corwg Blaengwrach, Neath, Llanwit juxta Neath, Llyne, Llantwit lower, Resolvend, Cadoxton juxta Neath, Coed Frank, Neath Genol otherwise Middle, Neath upper, Neath lower, Ynisymond, Llansamlet, Llansamlet higher, Llansamlet lower, Morrision, Llangefelach, Clase higher, Clase lower, Penderry higher, Penderry lower, Parcel Mawr higher, Parcel Mawr lower, Swansea, St. Thomas, Town and Franchise, Swansea upper division, Swansea lower division, St. John's juxta Swansea, Llanrhidian, Llanrhidian higher, Llanrhidian lower, Castell Lluchwr otherwise Lougher, Llandeilo-tal-y-bont, Tyrbrennin, Gwenhaich, Prescoedwin, Glyn Llogher and Ynys Llougher, in the county of Glamorgan; Llangenych, Llanelly, Borough Hamlet, Berwick, Hengoed, Glyn, Westfw, Llannon, Pembrey otherwise Pembre, Capel Llanduray, Llan, Pendryn, Llangyndeyrn, Blyne, Terracoed, Cilcraw, Glyn, Gwempha, Kidwelly, St. Mary, St. Thomas, St. Michael, Kilwithy, Forening, Maesgwenllyan, Llangadog, Pengwern, Llechdwnny, Llansaint, Llan Ishmael, Iscoed, Trevonros, Ystrad Llansaint, Hall, Broadley, Llandyfaelog, Scyborfawr, Kidplwyth, Cloggin, Idole, Molfrey, Kilmarch, Iscoed, Llangynnor, Llangynnor upper, and Llangynnor lower, in the county of Caermarthen; Caermarthen, St. Peter, St. David, Llanllwch, and Castle Green, in the county of the

borough of Caermarthen; Lan-newydd, Merthyr, Abernant, Llangain, Llangynog, Llandeilo, Abercywyn, Llanfihangel, Abercywyn, Laugharne, St. Clare, Llandowror, Llangynin, Mydrim, Llanboidy, Maesgwyn, Eglwysfair Glan Taf, Vinavach Frienk, Vina regum, Cyffig, Eglwys cymmyn, Henllan Amgoed, Eglwysfair a Churig, and Langan, in the county of Caermarthen, Langan, Sarnlas, and Pen-y-back, in the counties of Caermarthen and Pembroke, or one of them; Llandewi Velfrey, Henllan, Lampeter Velfrey, and Llanfalteg, in the counties of Caermarthen and Pembroke; Cilmaenllywd, Castelldwyrn, Gondre, and Llandysilio, in the counties of Caermarthen and Pembroke, or one of them; Egremont, in the county of Caermarthen; Robeston-Wathen, Lawhaden, Bletcherstone, Llandycefn, Llandilo, Clarbeston, New Moat, Llys-y-fran, Walton-East, Wiston, Spittal, Trefgarn, Leweston, Rudbaxton, Bethlehem, Hayscastle, Ambleston, St. Dogwells Little Trefgarn, St. Lawrence, Letterston, St. Edrens, Jordanston, Llanfair-nant-y-gof, Llanstinan, St. Nicholas, Manorowen, Fishguard, Upper Town, Lower Town otherwise Aberawen, a certain piece of extra parochial land situated within the parish of Fishguard, Llanwnda and Goodwic, in the county of Pembroke.

And also to authorize the construction and maintenance of certain branch railways, with all proper docks, landing places, works, and conveniences connected therewith (that is to say), a branch railway from a point near to a place called Brims Pill, in the county of Gloucester, to join the Forest of Dean Railway near to a place called Bullo Pill, in the same county, and passing from, in, through, or into, or being situate, within the several parishes, townships, and extra parochial or other places following, or some of them (that is to say), Lydney, Purton, Ailberton, Awre, Blakeney, Bledsloe, Hagloe, Etloe otherwise Etloe Duchy, Gibbs Hall, and Newnham, in the county of Gloucester.

And also another branch railway diverging from and out of the said intended main line of railway, at or near to the town of Newport, in the county of Monmouth, and terminating at or near to the town of Monmouth, in the same county, and passing from, in, through, or into, or being situate within the several parishes, townships, and extra parochial, or other places following, or some of them (that is to say), Christchurch, Langstone, Lanmartin, St. Bride's, Penhow, Newchurch, Great Milton, Little Milton, St. Woollos, Newport, Malt pas, Bettws, Llanvihangel Lantarnam, Llangattock otherwise Langattock Juxta Caerleon, Caerleon, Llanhennock, Llandegfydd, Kemeys Inferior, Tredonock, Llangibby, Llantrisant, Llanllowel, Langeview, Langwm-isaf, Langwm-ucha, Llanbaddock, Usk, Gwehelog, Gwernesney, Lansoy, Llanfihangel, Llandenny, Ragland otherwise Raglan, Llangoven, Llanishen, Pen-y-clawdd, Cwmcarven, Dingestow, Wonastow, Mitcheltroy, Penallt, Monmouth, Rockfield, and Dixon otherwise Dixton, in the county of Monmouth.

And also another branch railway diverging

from and out of the said intended main line of railway to connect the same with the town of Swansea, and passing from, in, through, or into, or being situate within the several parishes, townships, and extra parochial or other places following, or some of them (that is to say), Llansamlet, Llansamlet higher, Llansamlet lower, Morristown, Llangefelach, Clase higher, Clase lower, Penderry higher, Penderry lower, Parcel Mawr higher, Parcel Mawr lower, Swansea, St. Thomas, Town and Franchise, Swansea upper division, Swansea lower division, and Llanrhidian, in the county of Glamorgan.

And also another branch railway, diverging from and out of the said intended main line of railway, near to Eglwysfair Glan Taf, in the county of Carmarthen, and terminating on the east side of Pembroke Dock otherwise called Pater, in the county of Pembroke, and passing from, in, through, or into, or being situate within the several parishes, townships, and extra parochial, or other places following, or some of them (that is to say), Llanboidy, Eglwysfair Glan Taf, Cyffig, and Amgoed, in the county of Carmarthen; Llangan, Sarnlas and Penyback, in the counties of Carmarthen and Pembroke; Llandewi Velfry, Henllan, Lampeter Velfrey, Crinow, Narbeth, North Narbeth, South Narbeth, Eglwyslwyd, Ludechurch, Reynalton, Loveston, Begelly, East Williamston, St. Issels, Jeffreyston, Carew, Redberth, and St. Florence, in the county of Pembroke; Cilmacnlwyd, Castellwyran, Grondre, Llanfallteg, and Llandysilio, in the counties of Carmarthen and Pembroke, or one of them; Egremont, in the county of Carmarthen; Bletherstone, Lawhaden, Robeston Wathen, Newton North, Minwear, Slebech, Boulston, Marteltewi, Yerboston, Coedcamlas, Langwon, Lawrenny, Upton, Burton, Coshleston, Nash, Lamphey, Pembroke, St. Mary's, St. Michael's, Monkton otherwise St. Nicholas, Pwllchrogan, and Pembroke Dock otherwise called Pater, in the county of Pembroke.

And it is also intended by the said Act, to take power to make and maintain a navigable cut or ship canal, from or near a certain point on the river Severn, known by the name of Hock Crib, to or near a certain other point on the said river, known by the name of Framilode Passage, with all proper feeders and collateral cuts, sluices, piers, works, and conveniences connected therewith, and to supply the same with water from the river Severn, the waters whereof also supply the Gloucester and Berkeley Canal; which said intended cut or canal and other works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra parochial and other places following, or some of them, that is to say; Saul, Epney, Eastington, Forge, Upper Framilode, Fretherne, Framilode, Arlingham, and Overton, in the county of Gloucester.

And by the said Act or Acts, it is further intended to apply for powers to alter the levels and to divert, widen, and improve the line of the railway known as the Forest of Dean Railway, within the parishes of Awre and Newnham, and

in the township of East Dean, in Her Majesty's Forest of Dean, in the county of Gloucester, or some, or one of them, and to abandon certain portions of the said railway, and to make a new line or lines in lieu of such portions within the aforesaid parishes and township, or some or one of them; and also to make a new line of railway, with all proper works and conveniences connected therewith, in extension of the said railway, from a point thereon in the said township of East Dean to, and to join near a place called the Moors, in or near the parish of Lea, in the county of Hereford, the line of an intended railway, proposed to be made from the Cheltenham and Great Western Union Railway to Ross, Hereford, and Monmouth; which said new or extended line of railway and works will pass from, in, through, or into, or be situate within the several parishes and township of East Dean, in Her Majesty's Forest of Dean, Ruardcan, Lea, Lea hamlet, Newland, Little Dean, Mitchell Dean, Holy Trinity, Abinghall, Flaxley, Longhope Blaisdon, or some of them, in the county of Gloucester, and Lea, Hope Mansell, in the county of Hereford.

And by the said intended Act or Acts it is further proposed to enable the Forest of Dean Railway Company to sell or let to the company, to be incorporated as hereinafter mentioned, the said Forest of Dean Railway, or any part thereof, and all or any of their rights, powers, and privileges in connection therewith, upon such terms as may be mutually agreed on, and to enable the said Company, to be incorporated as aforesaid, to purchase or rent, and to use, exercise, and enjoy the same; and also to alter or increase the tolls, rates, and duties now payable upon, or in respect of the said railway, and to vary or extinguish all existing rights and privileges connected with or arising out of the said railway; and, for the purposes aforesaid, it is also proposed to alter and amend, so far as may be necessary, the powers and provisions of an Act, passed in the seventh year of the reign of King George the Fourth, intituled "An Act for maintaining an existing public railway from the summit of the hill above Churchway Engine, in the Forest of Dean, to Cinderford-bridge, and for making public a private railway from thence to the River Severn, at or near Bullo Pill, in the county of Gloucester, and for amending "An Act of his late Majesty relating to the said railways."

And it is also intended by such Act or Acts to take power to alter or divert, or stop up, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the works hereinbefore referred to.

And it is further intended by such Acts or Acts to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, and to confer other rights and privileges.

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying into effect the said intended railway and branch railways, cut or canal, alterations and extension of the Forest of Dean Railway, and other works hereinbefore referred to, and to take powers for the purchase of land, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is further intended by such Act or Acts to enable the company thereby to be incorporated to sell, or let, and transfer all or any part of the railways, branch railways, cut or canal, and works hereinbefore mentioned, of which such company may become possessed, or which they may be authorized to make or maintain under the provisions of such Act or Acts, and all or any powers of such company in connection therewith or in relation thereto, to the Great Western Railway Company, or to any other company or persons, or to sell, or let, and transfer the said cut or canal, and the works connected therewith, with all or any of such powers as aforesaid to the Commissioners of the Severn Navigation, and to enable the said Great Western Railway Company, or any such other company or persons, or the said Commissioners, to purchase, or rent, or construct the works which may be so sold or let and transferred to them, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them and the said company intended to be incorporated as aforesaid.

And it is further proposed to authorize the Commissioners of the Severn Navigation to appropriate to the formation and maintenance of the said cut or canal, such portion of the tolls receivable by them under the Acts relating to the said navigation, as to Parliament may seem meet, and for such purpose to amend and enlarge, so far as may be necessary, the provisions of an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for improving the navigation of the Severn, from the entrance lock of the Gloucester and Berkeley Canal, and from the entrance lock of the Herefordshire and Gloucestershire Canal, in the county of Gloucester, to Gladder, or Whitehouse Brook, in the county of Worcester."

And notice is hereby further given, that maps or plans, and sections of the said intended railway, and branch railways, cut, or canal, alterations and extension of the Forest of Dean railway, and other works hereinbefore referred to, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners and lessees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and with the Clerk of the Peace for the county of Monmouth, at

his office in Usk; and with the Clerk of the Peace for the county of Hereford, at his office in Hereford; and with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Carmarthen, at his office in Carmarthen; and with the Clerk of the Peace for the county of the borough of Carmarthen, at his office in Carmarthen; and with the Clerk of the Peace for the county of Pembroke at his office in Haverfordwest; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and branch railways, cut or canal, and works, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences. *W. O. and W. Hunt,*

10, Whitehall. November, 1844.

Leeds and West Riding Junction Railways.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for one or more Act or Acts to authorize the making and maintaining of the following railways, with all necessary and convenient stations, wharfs, staiths, landing-places, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and all other proper works connected with and to the said railways respectively, that is to say:

A railway, commencing at or near to the Wellington Hotel, in the occupation of James Shires, adjoining upon or contiguous to Wellington-street, in the township and parish of Leeds, in the west riding of the county of York, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Leeds, Calverley, Birstal, Bradford, Halifax, Leeds, Holbeck, Wortley, Beeston, Armley, Bramley, Farnley, Pudsey, Tyersall, Fulneck, Tong, Bierley, North Bierley, East Bierley, West Bierley, Wibsey Low Moor, Hunsworth, Cleckheaton, Wike, Lightcliffe, Bowling, Horton, Hipperholme cum Brighouse, Northowram, Southowram, Halifax, Skircoat, Elland cum Greetland, Warley, Norland, and Sowerby, all in the west riding of the county of York, or some of them, and to terminate in the township of Skircoat, in the parish of Halifax, in the said west riding, at and by a junction with and into the Manchester and Leeds Railway, at or near the point where the same railway crosses the river Calder, adjacent to and on the north side of certain mills, called Copley Mills, belonging or reputed to belong to Jonathan Akroyd, Esquire, and occupied by or reputed to be occupied by the said Jonathan Akroyd or James Akroyd and Son, situate in the township of Skircoat, in the parish of Halifax, in the said west riding:

Also another railway, from and out of the said last-mentioned intended railway commencing

at and by a junction with the said intended railway, at or near to the point where the same is proposed to cross the Leeds and Birstal turnpike road, in the township of Wortley, in the parish of Leeds, in the west riding of the county of York, and in or near to two certain closes or parcels of land on the south side of the said turnpike road, in the said last-mentioned township and parish; one of such closes or parcels of land belonging to John Dawson, and in his occupation, and the other of such closes or parcels of land belonging to Nathaniel Philip Simes, and at present unoccupied, and thence to pass from, in, through, or into the several parishes, townships, and places of Leeds, Wortley, and Holbeck, all in the west riding of the county of York, or some of them, and to terminate at and by a junction with and into the intended Leeds and Bradford Railway, proposed to be made under the powers of an Act passed in the last session of Parliament, intituled "An Act for making a railway from Leeds to Bradford, with a branch to the North Midland Railway;" such junction with and into the said proposed Leeds and Bradford Railway, to be formed and made in or near to two certain closes or parcels of land, belonging to Hugo Charles Meynell Ingram, Esquire, and the Leeds and Bradford Railway Company, or one of them, and in the occupations of Ann Smith, Charles Sunderland, Samuel Dayson and James Dayson, or some or one of them, in the township of Holbeck, in the parish of Leeds, in the said west riding of the county of York:

Also another railway, from and out of the said first-mentioned intended railway, commencing at and by a junction with the same, in or near to three certain closes or parcels of land, in the township of Wortley, in the parish of Leeds, in the said west riding, two of such closes belonging to William Farrer and George Snowdon, and in the occupation of John Dawson, and the other of such closes belonging to the devisees in trust of the late Richard Kemplay deceased and Annabella Kemplay, Christopher Kemplay, James Kemplay, and Henry Snowdon, respectively, or some of them, and in the occupation of James Irvin, and thence to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Leeds, Wortley, and Holbeck, all in the west riding of the county of York, or some of them, and to terminate at and by a junction with and into the intended Leeds and Bradford Railway, proposed to be made under the powers of an Act passed in the last session of Parliament, intituled "An Act for making a railway from Leeds to Bradford, with a branch to the North Midland Railway;" such proposed junction with and into the said Leeds and Bradford Railway, to be formed and made at or near to a certain close or parcel of land, belonging to Hugo Charles Meynell Ingram, Esquire, and the Leeds and Bradford Railway Company, or one of them, and in the occupation of Joseph Gibson and Joseph Byron, or one of them, which said close or parcel of land adjoins the Leeds and Whitehall turnpike road, and is situate in the township of Holbeck, in

the parish of Leeds, in the said west riding of the county of York:

Also another railway, from and out of the said first-mentioned intended railway, commencing at and by a junction with the same at or near to a place called Holme Shaw, otherwise called Holme Green, in the township of Tong, and parish of Birstal, in the said west riding, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Calverley, Birstal, Bradford, Pudsey, Tyersall, Tong, Calverley cum Farsley, Bowling, and Bradford, all in the said west riding, and extending to and terminating at or near the Court House, in the town of Bradford, in the township of Bradford, and parish of Bradford, in the said west riding.

Also another railway, from and out of the said first-mentioned intended railway, commencing at and by a junction with the same, at or near a certain coal pit at Wibsey Low Moor, called the Open Work Pit, in the occupation of Messieurs Hird, Dawson, and Hardy, situate at or near to a place called Raw Nook, in the township of North Bierley, in the parish of Bradford, in the said west riding, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Birstal, Bradford, Hipperholme cum Brighouse, Wike, Wibsey Low Moor, North Bierley, Horton, Bowling, and Bradford, all in the said west riding, or some of them, and extending to and terminating at or near the Court House, in the town of Bradford, in the township of Bradford, and parish of Bradford, in the said west riding.

Also another railway, from and out of the said first-mentioned intended railway, commencing at and by a junction with the same, at or near a certain coal pit at Wibsey Low Moor, called the Open Work Pit, in the occupation of Messieurs Hird Dawson, and Hardy, situate at or near to a place called Raw Nook, in the township of North Bierley, in the parish of Bradford, in the said west riding, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial or other places of Bradford, Birstal, Mirfield, Dewsbury, Thornhill, North Bierley, Wibsey Low Moor, Wike, Cleckheaton, Hunsworth, Gomersal, Liversedge, Heckmondwike, Mirfield, Dewsbury, Soothill, and Thornhill, all in the said west riding, or some of them, and extending to and terminating at and by a junction with the said Manchester and Leeds Railway, at or near to the point where the same crosses the Calder and Hebble Canal, on the western side of the Dewsbury station, in the township of Thornhill, in the parish of Thornhill, and in the township of Dewsbury, in the parish of Dewsbury, in the said west riding, or one of the said townships.

Also another railway, from and out of the said first-mentioned intended railway, commencing at and by a junction with the same, at or near Pickle-

bridge, otherwise called Pickle-hill-bridge, in the township of Hipperholme cum Brighouse, in the parish of Halifax and in the township of Wike, in the parish of Birstal, in the said west riding, or one of the said townships, and thence to pass from, in, through, and into the several parishes, townships, hamlets, extra-parochial and other places of Halifax, Birstal, Dewsbury, Hipperholme cum Brighouse, Wike, Hartishead cum Clifton, Hartishead, Clifton, Lightcliffe, Scholes, Cleckheaton, Brighouse, and Rastrick, all in the said west riding, or some of them, and to terminate at and by a junction with and into the said Manchester and Leeds Railway, at or near to the easterly side of the Brighouse station, in the township of Rastrick, in the parish of Halifax, in the said west riding.

Also another railway, from and out of the said first-mentioned intended railway, commencing at and by a junction with the same, at or near to the inn or public-house called the Dragon Inn, in the occupation of James Wilkinson, in the township of Wortley and parish of Leeds, in the said west riding, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Leeds, Batley, Birstal, Dewsbury, West Ardsley, Thornhill, Wortley, Beeston, Farnley, Churwell, Morley, Bruntcliffe, Gildersome, Gildersome-street, Batley, Adwalton, Drighlington, Gomersal, Soothill, Lower Soothill, Upper Soothill, Hanging Heaton, Batley Carr, Dewsbury, West Ardsley, Woodchurch, Woodkirk, Earlsheaton, Thornhill, and Thornhill Lees, all in the west riding of the county of York, or some of them, and to terminate at and by a junction with and into the said Manchester and Leeds Railway, at or near to the Dewsbury station, in the township of Dewsbury, in the parish of Dewsbury, and in the township of Thornhill, in the parish of Thornhill, in the said west riding, or one of the said townships.

Also another railway, from and out of the said last-mentioned intended railway, commencing at and by a junction with the same, at or near the division of and between the township of Soothill, in the parish of Dewsbury, and the township of Batley, in the parish of Batley, all in the said west riding, near to the Hick-lane toll-bar, erected on the Gomersal and Dewsbury turnpike road, at or near the junction of Soothill-lane and Hick-lane with the said turnpike road, in the said west riding, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Dewsbury, Batley, Birstal, Soothill, Batley, and Gomersal, all in the said west riding, and extending to and terminating at Great Gomersal, in the township of Gomersal, in the parish of Birstal, in the said west riding, in or near a certain garden, in the occupation of William Furniss, and belonging or reputed to belong to Mrs. Fanny Wormald, situate at or near the junction of Moor-lane with the Gomersal and Dewsbury turnpike road, in the township of Gomersal, in the parish of Birstal, in the said west riding.

Also another railway, from and out of the said railway hereinbefore mentioned and intended to be made from, at, or near the Dragon Inn aforesaid, in the township of Wortley aforesaid, to the Dewsbury station aforesaid, commencing at and by a junction with the same, at or near the point where it crosses the river Calder, in the township of Thornhill, in the parish of Thornhill, in the said west riding, and extending to and terminating in or near a certain field called the Little Riding, otherwise Well Riding otherwise Upper Well Close, belonging or reputed to belong to the trustees of Wheelwright's Charity, in the occupation of Matthew Hale and William Sykes, or one of them, and situate in the township of Soothill, in the parish of Dewsbury, in the said west riding; which said railway is intended to pass from, in, through, or into the townships of Thornhill, Dewsbury, and Soothill, in the parishes of Thornhill and Dewsbury, in the said west riding, or some of them,

Also another railway, commencing at or near the point on the said Manchester and Leeds Railway, in the township of Kirkheaton and parish of Kirkheaton, in the said west riding, where the same Manchester and Leeds Railway crosses the river Calder, and terminating in or near a close of land, in the occupation of Law Dyson, and belonging or reputed to belong to Sir John William Ramsden, Baronet, or his trustees, in the hamlet of Huddersfield, in the township of Huddersfield, in the parish of Huddersfield, in the said west riding of the county of York; which said intended railway is intended to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Dewsbury, Hartishead-cum-Clifton, Hartishead, Clifton, Cooper-bridge, Bradley, Bradley-mills, Huddersfield, Kirkheaton, Colne-bridge, Hopton, Deighton, Dalton, Far Town, Fir Town, Sands, Sandgate, and Lane, or some of them, all in the said west riding of the county of York.

Also another railway, from and out of the said last-mentioned intended railway, commencing at and by a junction with the same, at or near the Huddersfield toll-gate, erected on the Birstal and Huddersfield turnpike road, in the hamlet of Far Town, in the township of Huddersfield and parish of Huddersfield, in the said west riding, and thence to pass from, in, through, or into the said parish of Huddersfield, and the several townships, hamlets, extra-parochial or other places of Far Town and Huddersfield, both in the west riding of the county of York, and extending to and terminating in or near a certain close of land in the occupation of Thomas Wigney, belonging or reputed to belong to Sir John William Ramsden, Baronet, or his trustees, situate on the north side of and near to the George Hotel, occupied by the said Thomas Wigney, in the town of Huddersfield, in the township of Huddersfield, in the parish of Huddersfield, in the said west riding.

And notice is hereby further given, that it is proposed to apply for powers in the said intended Act or Acts, for the compulsory purchase of houses, lands, tenements, and hereditaments for the purposes of such Act or Acts, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to such houses, lands, tenements, and hereditaments respectively.

Also for powers to make lateral deviations from the line of the said railways respectively, and other works, to the extent or within the limits defined or shewn on the plans hereinafter mentioned.

And also to cross, divert, alter, or stop up all such turnpike roads, parish and other roads, and highways, streams, canals, navigable rivers, bridges, and railways within the said parishes, townships, hamlets, extra-parochial and other places aforesaid, or such or so many of them as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of all or any of the said proposed railways respectively, and other works, approaches, and conveniences within the parishes, townships, hamlets, extra-parochial or other places aforesaid, or some of them.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to incorporate a company or companies for executing and carrying into effect the powers and objects aforesaid, and with power to levy tolls, rates, and duties for and in respect of the said intended railways and works respectively, and to grant such exemptions from such tolls, rates, and duties, and confer such rights and privileges as to such company shall seem meet.

And it is further proposed by the said Act or Acts to enable the Manchester and Leeds Railway Company to raise funds and to take shares in, and subscribe for or towards, the making, maintaining, working, and using of the said intended railways and other works.

And it is further intended by the said Act or Acts to enable the company or companies to be incorporated as aforesaid, to let on lease or sell the said intended railways and other works, or any part or parts thereof, to the said Manchester and Leeds Railway Company, or to the railway company which may be formed or constituted by a proposed union of or amalgamation with and between the said Manchester and Leeds Railway Company, and the Hull and Selby Railway Company, or with and between the said Manchester and Leeds Railway Company and any other railway company or companies, and to enable the said Manchester and Leeds Railway Company, or such proposed, united, or amalgamated company, to purchase or rent the said intended railways and works, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties for and in respect thereof; and also to authorize the company or companies to be incorporated as aforesaid, and the said Manchester and Leeds Railway Company, or such proposed, united, or amalgamated company, to

enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways; and also to carry into effect and confirm any agreement or arrangement made, or hereafter to be made, for, or in respect of the traffic passing, or which may pass, on the line or works of the said Manchester and Leeds Railway Company, or such proposed, united, or amalgamated company.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to alter, amend, and enlarge, the powers and provisions of the several Acts relating to the Manchester and Leeds Railway Company, that is to say; the Acts of the sixth and seventh of William the Fourth, chap. 111, the seventh of the same reign, chap. 24, the second and third of Her present Majesty, chap. 55, the fourth and fifth of Her said present Majesty, chap. 25, and the seventh of Her said present Majesty, chap. 16.

And for all or any of the purposes aforesaid, it is proposed by the said intended Act or Acts to authorize the said Manchester and Leeds Railway Company, or the said proposed united and amalgamated company, or any other company, to increase their present capital, by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And notice is hereby further given, that on, or before the thirtieth day of November instant, duplicate plans and sections of the said intended railways and works, together with books of reference thereto, will be deposited with the Clerk of the Peace of the west riding of the county of York, at his office in Wakefield, in the said west riding; and with the Clerk of the Peace for the borough of Leeds, at his office in Leeds, in the said borough and riding; and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections and books of reference, as relates to the several parishes in or through which the said several railways and works are intended to pass or be made, will be deposited with the parish clerk of every such parish, at his place of abode.—Dated the eleventh day of November 1844.

Brackenbury and Lewis,
Barr, Lofthouse, and Nelson, } Solicitors.
Richd. Tolson,

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge the powers of the Act of the forty-second of George Third, cap. 112 (passed on the 20th May 1812), for lighting and watching the Vauxhall and Wandsworth roads, and parts adjacent, in the county of Surrey; and for affording the trustees, to be appointed under the amended Act, the power of limiting the rate to be assessed for lighting the said roads and collateral branches thereof, to a fair and equal assessment, and such other powers as may be consistent with the intentions of the Legislature.

Kennington, 29th November 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge the powers and provisions of an Act, passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for better supplying with water the town and borough of Swansea, in the county of Glamorgan;" and to authorize and require the Swansea Water Work Company, incorporated by the said recited Act, to raise a further sum of money for the purpose of paying off their debts, either by the creation of new capital in shares, or by calls upon the shareholders in the said company, or by the sale of the property vested in them, under the said recited Act, or by mortgage of the said property, or by some other means, to be provided for in the said intended Act; and to vest in the creditors of the said company, or in other persons, to be appointed by the said intended Act, full power and authority for compelling the said company to raise such additional sum of money, and for carrying into effect the purposes aforesaid.—Dated this eleventh day of November 1844.

Bailey, Shaw, and Smith, Solicitors, No. 5, Berners-street, London.

Hull and Gainsborough Railway.

NOTICE is hereby given, that application is intended to be made in the next session, for an Act or Acts to make and maintain a railway or railways, with all proper works and conveniences connected therewith, to commence at or near to a certain piece or parcel of land, in the parish of Barrow-upon-Humber, in the county of Lincoln, and to terminate at or near to a field situate in the parish of Gainsborough, in the said county of Lincoln; which said railway or railways is or are intended to pass from, in, through, or into the several parishes, townships, townlands, extra-parochial or other places following, that is to say; Barrow-upon-Humber, Barton Saint Mary's-upon-Humber, Barton Saint Peter's-upon-Humber, South Ferriby, Bonby, Horkstow, Saxby, Winteringham, Winterton, Worlaby, Roxby cum Risby, Appleby, Risby, Santon, Crosby, Scunthorpe Froddingham, Brumby, Gokewell, Manby, Ashby, Bottesford, Yaddletorpe, Holme, Messingham, Manton, Rannelow, Scotterthorpe, Scotter, Scotterwood, Scotton, Loughton, Northorpe, Blyton, Wharton, Greenhill or Redhill, Pillham, Gilby, Corringham, Little Corringham, the Paddocks, Gainsbrough, Morton, East Stockwith, Walkereth, and Lea, or some of them, in the county of Lincoln.

And it is also intended to apply for powers to be granted by the said Act or Acts to authorize the deviating from the said intended railway or railways, as laid down in the plans intended to be deposited in pursuance of the Standing Orders of Parliament, to the extent of ten yards on either side of the said line, in cities and market towns, and one hundred yards on either side of the said railway in or through the several parishes, town-

lands, townships, extra-parochial or other places aforesaid, or some or one of them; and also for power to alter, vary, and divert highways, roads, paths, passages, rivers, canals, brooks, streams, waters, and watercourses; and it is intended by the said Act or Acts to incorporate a company for the purpose of making and carrying into effect the said intended railway, and for conveying passengers and goods on the said railway, and for other purposes, with powers for the compulsory purchase of lands and houses, tenements and hereditaments, and to levy tolls, rates, and duties upon and in respect of the said intended railway; and it is further intended by the said Act or Acts to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements, and hereditaments to be taken for the purpose of the said undertaking, and to confer other rights and privileges, and also to divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said several boroughs, parishes, townships, townlands, chapelries, hamlets, and extra-parochial, or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purpose of such proposed railway, or railways and works.

And notice is hereby further given, that duplicate plans and sections of the proposed works described on the said intended railway, together with books of reference thereto, respectively, will be deposited for public inspection, on or before the thirtieth day of November 1844, with the Clerk of the Peace for the parts of Lindsey, in the said county of Lincoln; at his office at Spilsby, in the said county of Lincoln, and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each of the several parishes, in or through which the said railway and works, or any part thereof, are intended to be made, with a book of reference thereto, will be deposited for public inspection, with the parish clerk of each of such several parishes.—

Dated this eleventh day of November 1844.

*Johnston, Farquhar, and Leech, 65, Moor-gate-street, London.
England and Shachles, Hull.*

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act to authorise the formation and maintenance of a railway or railways, with all proper conveniences connected therewith, to commence at, and join the southern terminus of the present Edinburgh and Dalkeith Railway, at or near to Dalhousie Mains, in the parish of Cockpen, in the county of Edinburgh, and to terminate in or near to the town of Hawick, in the county of Roxburgh and to pass from, in, through, or into the several parishes, parts of parishes, townships, townlands and extra-parochial or other places following, or some of them, namely; Cockpen, Newbattle, Temple, Borthwick, Crichton, Heriot, and Stow, in the county of Edinburgh; Stow and Galashiels, in-

the county of Selkirk; Melrose, Saint Boswell's, Maxton, Ancrum, Bedrule, Cavers, Wilton, and Hawick, in the county of Roxburgh.

And it is also intended to take power in the said Act to deviate, in constructing the said intended railway, from the line or lines thereof laid down on the maps or plans thereof, to be deposited as after-mentioned, to such extent as is or will be defined on the said plans.

And it is also intended to take power in the said Act for the compulsory purchase of lands and other heritages, and for the levying of tolls, rates, and duties on and for the use of the said intended railway, and other works.

And it is further intended, by the said Act, to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further intended, by the said Act, to obtain powers to alter, vary, and divert the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tramroads, railroads, paths, passages, or other roads, rivers, canals, brooks, streams, waters, watercourses, mill, and other ponds, where requisite, for the construction of the said railway and works, in the said several parishes, townships, and extra-parochial or other places, as aforesaid, or some of them, and that to such an extent as will be shown on the plans, to be deposited as herein-after mentioned.

And it is further proposed, by the said intended Act, to incorporate a company for carrying into effect the objects aforesaid, with powers to sell or lease the said undertaking, and all or any of the powers connected therewith, to the North British Railway Company, and to enable the said last-mentioned company, to purchase the same, or to accept such lease, and to raise money for the purposes aforesaid, or either of them, or otherwise to empower the said last-mentioned company themselves to construct the said intended railway and works, and to exercise the several powers herein-before referred to, and for such purpose to alter, amend, and enlarge the powers and provisions of the Act, incorporating the said last-mentioned company, passed in the last session of Parliament.

And notice is hereby also given, that maps or plans and sections, describing the lines or situations and levels of the said intended railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, one thousand eight hundred and forty-four, in the office of the principal Sheriff-Clerk in the city of Edinburgh, for the said county of Edinburgh; in the office of the principal Sheriff-Clerk in the town of Selkirk, for the said county of Selkirk; in the office of the principal Sheriff-Clerk in the town of Jedburgh, for the said

county of Roxburgh; and there will be also deposited, on or before the thirty-first day of December, one thousand eight hundred and forty-four, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the said several parishes through which the said railway is intended to be made, at their respective residences, a copy of so much of the said maps or plans and sections as relates to each of the said several parishes, towns, and others aforesaid, together with the book of reference thereto respectively.

David Smith, } Agents.
J. G. Wood, }

Edinburgh, 16th October 1844.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, fourth, seventh, and eighth years of the reign of Her present Majesty; and to enable the said York and North Midland Railway Company to make and maintain a branch railway, with all necessary works and conveniences connected therewith and approaches thereto, commencing by a junction with the York and North Midland Railway, at or near the Church Fenton station, in the township and parish of Church Fenton otherwise Kirk Fenton, in the west riding of the county of York; thence passing from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say; Church Fenton otherwise Kirk Fenton, Little Fenton or South Fenton, Biggen, Barkstone otherwise Barkstone Ash, South Milford, North Milford, Sherburn, Kirkby Wharfe, Saxton, Ulleskelfe, Scarthingwell, Saxton-cum-Scarthingwell, Lumly otherwise Huddleston - cum - Lumly, Stutton otherwise Stutton - cum - Hazelwood, Towton, Tadcaster, Grimstone, Newton Kyme, Toulston, Bramham, Oglethorp, Bramham-cum-Oglethorp, Thorp Arch, Boston, Clifford, Clifford - cum - Boston, Wighill, Cowthorpe, Walton, Healaugh, Easdikey, Wetherby, Spofforth, Aketon, Synningthwaite, Ingmanthorpe, Bickerton, Bilton, Great Ribston, Little Ribston, Walshford, Ryther, Mickletlewaite, Collingham, Linton, Sicklinghall, Thearby with Netherby, Stockeld, Follifoot, Walton Head, Kirkby Overblow, Swindon, Kirk Deighton, North Deighton, Plumpton, Beckwith, Pannal otherwise Pannel, Knaresborough, Star Beck, Spacey Houses, Scriven with Gentergate, High Harrogate, Low Harrogate, and Bilton with Harrogate, all in the west riding of the county of York; and terminating upon a part of the Harrogate common or waste, commonly called the Stray, or Two Hundred Acres, in the township of Bilton with Harrogate, in the parish of Knaresborough, in the west riding of the county of York, near the house known as the Brunswick Hotel, belonging to, and in the occupation of Henry Peacock.

And it is intended to apply for powers in the said Act, to divert or alter all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to divert or alter for the purposes of such branch railway and other works.

And it is also intended by the said Act, to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended branch railway and works; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said branch railway and works; and also to levy tolls, rates, or duties for or in respect of the use of the said branch railway and works; and to confer such exemptions from the payment of such tolls, rates, or duties, as the said company shall think fit. And it is also intended by the said Act, to authorize the said York and North Midland Railway Company, to raise a further sum of money for the purposes of the said branch railway and works, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said branch railway and other works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said west riding of the county of York, at his office at Wakefield, in the said west riding, on or before the thirtieth day of November, in this present year; and, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said intended branch railway and works are proposed to be made, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this thirty-first day of October 1844.

William Richardson, } York,
Henry Newton, } Solicitors.

Cornwall and Devon Central Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining a railway or railways, with all proper stations, bridges, wharfs, communications, and works connected therewith, to commence in the parish of Saint Sidwells, at or near the bottom of a certain street called Longbrook-street, in the county of the city of Exeter, and to terminate on the shore or beach, at or near a certain place called Green-bank, in the parish of Budock, near Falmouth, in the county of Cornwall, which said railway will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Sidwells, Saint Davids, in the

county of the city of Exeter; Saint Thomas the Apostle, Brampford Speke, the hamlet of Cowley, Upton Pyne, Newton Saint Cyres, Whitestone, Crediton, Colebrook or Bishop Colebrook, Clannaborough, Bow or Nymet Tracy, Broad Nymet, North Tawton, Sampford Courtenay, Oakhampton, Ashbury, Exbourne, Jacobstowe, Inwardleigh, Hatherleigh, Northlew, Beaworthy, Germans Week, Halwill, Ashwater, Saint Giles-in-the-Heath, Virginstowe, Broadwoodwidge, Lifton, Werrington, in the county of Devon; and Saint Stephens by Launceston, Launceston, Werrington, Saint Thomas, Newport, Trewen, Altarnun, Blisland, Cardinham, Temple, Bodmin, Town and Borough of Bodmin, Lanhydrock, Lanivet, Luxulian, Roche, Withiel, Saint Columb Major, Saint Enoder, Ladock, Newlyn, Ancient borough of Michell or Saint Michael, Saint Erme, Perranzabuloe, Saint Allen, Kenwyn, Saint Clement, Saint Mary Truro, Kea, Feock, Perranarworthal, Gluvias, Mylor, Mabe, Penryn Budock, and across, along, or through a certain creek or arm of the sea called Turnpike Creek, being a branch of Penryn Creek, in the harbour of Falmouth, and another certain part of Penryn Creek aforesaid, near the said place called Green Bank aforesaid, in the county of Cornwall; and it is intended to apply for powers to make lateral deviations from the line of the proposed work to the extent or within the limits defined upon the plans hereinafter-mentioned or referred to; and also to cross, divert, alter, or stop up all such turnpike-roads, parish-roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, railways, and tram-roads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works, and particularly to stop or fill up so much of the said creek or arm of the sea called Turnpike Creek, aforesaid, as lies on the south western side of the proposed railway, where the said railway will cross the same.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of the city of Exeter, at his office in the said city; and with the Clerk of the Peace for the county of Devon, at his office at Exeter, and with the Clerk of the Peace for the county of Cornwall, at his office at St. Austell, on or before the thirtieth day of November instant, and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purposes of carrying into effect the proposed works, and to apply for powers for the com-

pulsory purchase of lands and houses and other hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, rivers, streams, or hereditaments proposed to be taken or interfered with for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.—Dated this twelfth day of November 1844.

Bull and Tilly, Falmouth,
Bircham and Dalrymple,
and T. and F. Edwards, } Solicitors for
 London, } the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, and enlarge some of the powers and provisions of four several Acts, one passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from Bristol to Exeter, with branches to the towns of Bridgwater, in the county of Somerset, and Tiverton, in the county of Devon;" another, passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act for making several branches, in the county of Somerset, from the line of the Bristol and Exeter Railway, and for amending the Act relating to such railway;" another, passed in the third year of the reign of Her said present Majesty, intituled "An Act to amend and enlarge the powers and provisions of the Acts relating to the Bristol and Exeter Railway;" and another, passed in the fourth year of the reign of Her said present Majesty, intituled "An Act for extending and enlarging some of the provisions of the Acts relating to the Bristol and Exeter Railway;" and in which Bill or Bills provision is intended to be made to authorize the construction and maintenance, with proper works and conveniences connected therewith, of a certain junction railway, between the said Bristol and Exeter Railway and the Great Western Railway, commencing in the parish of Bedminster, in the city and county of Bristol, passing thence from, in, through or into the several parishes of Bedminster, Saint Mary Redcliffe, and Temple otherwise Holy Cross, in the said city and county of Bristol, and terminating in the said last-mentioned parish; and also to authorize the construction and maintenance of certain branch railways, from and out of the said Bristol and Exeter Railway, with proper works and conveniences connected therewith respectively; one of such branch railways to commence by a junction with the said Bristol and Exeter Railway, in the parish of Yatton, in the said county of Somerset, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Yatton, Kingston Seymour, Kenn, and Clevedon, or some of them in the said county of Somerset, and to terminate in the said

parish of Clevedon; another of such branch railways to commence by a junction with the said Bristol and Exeter Railway, in the parish of North Petherton, in the said county of Somerset, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of North Petherton, Lyng, Stoke Saint Gregory, North Curry, Curry Rivell, Curry Mallett, Swell, Fivehead, West Hatch, Drayton, Aller, Broadway, Langport, Huish Episcopi, Muchelney, Kingsbury Episcopi, Coat, Martock, Tintinhull, East Stoke, Montacute, Odcombe, Lufton, Brympton, Preston, and Yeovil, or some of them, in the said county of Somerset, and Bradford Abbas, in the county of Dorset, and to terminate in the said parish of Yeovil; and another of such branch railways to commence by a junction with the said Bristol and Exeter Railway, in the parish of Willand, in the county of Devon, passing thence from, in, through, or into the several parishes of Willand, Halberton, and Tiverton, or some of them, in the said county of Devon, and to terminate in the said parish of Tiverton; and in the said Bill or Bills, power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike-roads, parish-roads, streets, and other highways, rivers, streams, canals, navigations, and railways, upon or adjoining the lines of the said intended junction railway and branch railways respectively, or any or either of them, as it may be necessary to vary or alter for the purposes of the said intended junction railway and branch railways, respectively, or any or either of them, or the works and conveniences connected therewith; and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said Bristol and Exeter Railway, or of any branch railway connected therewith, or with the said intended junction railway or branch railways respectively, or any or either of them.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of such junction railway and branch railways, respectively; and to alter the tolls, rates, or duties authorized to be taken by the said recited Acts, or some of them; and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and also for power to vary or extinguish any existing rights or privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said intended junction railway and branch railways and works respectively, or any or either of them; and to confer other rights and privileges.

And it is further intended to apply for powers, by the said Bill or Bills, to enable the Bristol Exeter Railway Company to sell or lease the said Bristol and Exeter Railway, and any branches connected therewith already made, and also the said intended junction railway and branch rail-

ways, or any of the same, or any part of the same respectively, to any other railway company or companies; and to enable any such company or companies to purchase or rent the said Bristol and Exeter Railway, Junction Railway, and Branch Railways, respectively, or any or either of them, or any part of the same, respectively; and also to enable the same, or any other railway company or companies, to construct, or join in constructing, the said intended junction railway and branch railways, respectively, or any or either of them, or any part of the same, respectively; and also to raise and contribute funds for or towards the construction, maintenance, and use of the same respectively; and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said railway companies, respectively; and for that purpose to alter, repeal, amend, and enlarge so much of the powers and provisions of the several Acts, relating to the said railway companies, respectively, as may be deemed requisite; and to exercise all powers and authorities to be conferred by the said Bill or Bills in connection therewith, and to enter into such arrangements as to the said companies, respectively, may seem expedient.

And it is proposed, by such intended Bill or Bills, to enable the said Bristol and Exeter Railway Company to subscribe or contribute towards the establishment or maintenance of, or to purchase or rent and use, or to complete and maintain, any undertaking which they may deem advantageous to the interests of the said Bristol and Exeter Railway Company, and which may be sanctioned by Parliament; and to enter into and carry into effect any arrangements which they may think fit with the proprietors of such undertaking, either with reference to the objects aforesaid, or with reference to the use or working of any such undertaking, or the amalgamation thereof, or of any part thereof, with the undertaking of the said Bristol and Exeter Railway.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended junction railway, and branch railways and works, respectively, and the lands to be taken for the purposes of the same, respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the respective offices of the Clerks of the Peace following, that is to say, at the office of the Clerk of the Peace for the city and county of Bristol, at Bristol; at the office of the Clerk of the Peace for the county of Somerset, at Taunton, in that county; at the office of the Clerk of the Peace for the county of Dorset, at Sherborne, in that county; and at the office of the Clerk of the Peace for the county of Devon, at Exeter, in that county; and that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes afore-

said through or into which the said intended junction railway, and branch railways and works, or any or either of them, will pass or be situate, will be deposited with the parish clerk of each such parish.—Dated this fourth day of November 1844.

W. O. and W. Hunt, 10, Whitehall, London.

Osborne, Ward, and Co. } Bristol.
Savery, Clark, and Co. }

Shrewsbury, Oswestry, and Chester Junction Railway.

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act for making, maintaining, working, and using a railway, with all proper works and conveniences connected therewith and approaches thereto, commencing at or near the junction of Chester-street and Cross-street, in the parishes of Saint Mary and Saint Alkmund, or one of them, in the borough of Shrewsbury, in the county of Salop, and terminating by a junction with the proposed extension of the North Wales Mineral Railway, at or near Cefn Mawr, in the township of Christionydd Kenrick, in the parish of Ruabon, in the county of Denbigh, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places, or some of them following, that is to say; Saint Alkmund, Hencott, Saint Julian, Cotton, Cotton, Cotton Hill, Cotton Hill; Saint Mary, Castle Foregate, Great Berwick, Little Berwick, Newton, Newtown, Wollascot, Leaton, Preston Gokalds, Merrington, Fitz, Baschurch, Yeaton, Fennymere, Fenemere, Wallford, Prescott, Baschurch Borentton and Birch, Eyton, Newton and Merehouse, Stanwardine in the Wood, Stanwardine in the Fields, Weston Lullingfield, Hordley, Bagley, Ruyton of the Eleven Towns, Wykey, Westfelton, Haughton, Sutton, Rednall, Oswestry, Hisland, Wootton, Middleton, Whittington, Fernhill Selattyn, Lower Porkington, Daywell, Saint Martins, Ifton Rhyn, and Weston Rhyn, all in the county of Salop; and of Chirk, Halton Peny Clawdd, Ruabon, Coed Christionydd, Bodyllyn, and Christionydd Kenrick, all in the county of Denbigh.

And further notice is hereby given, that plans and sections, describing the line and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; and that a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended works, or any of them, will be made or

pass, will be deposited, for public inspection, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed by the said intended Act to incorporate a company for the purpose of making, maintaining, working, and using the said railway and works, and for other purposes; and with power to levy tolls, rates, and duties on and for the use of the same and otherwise, and for the compulsory purchase of lands and houses; and that it is also intended to vary, repeal, or extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased, or 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 further notice is hereby given, that it is proposed by the said intended Act to give the company thereby incorporated power to deviate in the construction of the said railway and other works, from the line or situation thereof, as laid down on the plans to be deposited as hereinbefore mentioned, to such extent as will be shewn or defined on such plans; and also to alter and divert within the several parishes, townships, and extra-parochial and other places aforesaid, or some of them, all such highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to alter and divert for the purpose of more conveniently making and maintaining or using the said railway, or any of the works or conveniences connected therewith.

Dated this twelfth day of November 1844.

Henry Kelsall, Chester, Solicitor.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills, for altering, amending, extending, and enlarging the powers and provisions of the following Acts, or some or one of them, (that is to say,) of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled "An Act for making a railway from London to Norwich and Yarmouth, by Romford, Chelmsford, Colchester, and Ipswich, to be called 'The Eastern Counties Railway.'" And also of an Act passed in the session of Parliament held in the first and second years of the reign of Her present Majesty, intituled "An Act to amend and enlarge the powers and provisions of the Act relating to the Eastern Counties Railway." And also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to amend and enlarge some of the provisions of the Acts relating to the Eastern Counties Railway, and to authorise

the Company to raise a further sum of money for the purposes of the said undertaking." And also of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to authorise the letting on lease to the Eastern Counties Railway Company, of the railways and works of the Northern and Eastern Railway Company, and to give effect to certain arrangements entered into by the said Companies, and to amend and enlarge some of the provisions of the Acts relating to the first named Company." And also of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to enable the Eastern Counties Railway Company to make a railway from the Northern and Eastern Railway, at Newport, by Cambridge to Ely, and from thence eastward to Brandon, and westward to Peterborough." And also of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled "An Act for making a Railway to form a communication between London and Cambridge, with a view to its being extended hereafter to the Northern and Eastern Counties of England." And also of two Acts severally passed in the session of Parliament held in the second and third years of the reign of Her present Majesty, the one intituled "An Act to amend and extend the powers of the 'Northern and Eastern Railway Act,'" and the other intituled "An Act to enable the Northern and Eastern Railway Company to alter the line of their railway by forming a junction with the Eastern Counties Railway, and to provide a station and other works at Shoreditch, and to amend the Act relating to the Northern and Eastern Railway." Also of an Act passed in the session of Parliament held in the third year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to abandon a portion of the line originally authorised to be made, and to alter and amend several of the powers and provisions of the Acts relating to the said railway." And also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their railway, and to alter and amend the several Acts relating to the said railway." And also of an Act passed in the session of Parliament held in the fourth and fifth years of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make a branch line of railway, and to alter and amend the several Acts relating to the said railway." And also of an Act passed in the sixth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make an extension of their present railway, and to alter and amend the Acts relating to the said railway." And also of an Act passed in the session of Parliament held in the seventh year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain

deviations in the line of their railway between Bishop's Stortford and Newport, and to alter and amend the Acts relating to the said railway."

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway, to commence by a junction in the parish of Chesterton, in the county of Cambridge, with the Eastern Counties Railway (Brandon and Peterborough extension), and to terminate in the parish of Godmanchester, in the county of Huntingdon; together with all necessary or proper stations, erections, works, communications, approaches, and conveniences connected therewith, which said railway and works will be situate in, or be made, or pass from, through, or into the several parishes, townships, hamlets, townlands, or extra-parochial and other places of Chesterton, Impington, Histon, Oakington, Township of Westwick, Parish of Long Stanton Saint Michael's, Rampton, Long Stanton, All Saints, Over, Swavesea, Fenny Drayton otherwise Fen Drayton, or some or one of them, in the county of Cambridge; Fenny Stanton otherwise Fen Stanton, Saint Ives, Hemingford Grey, Houghton, Hemingford Abbots and Godmanchester, or some or one of them, in the county of Huntingdon; and in the said Bill or Bills powers will be inserted to deviate in the construction of the said railway from the line or situation thereof, as laid down on the plans deposited, as hereinafter mentioned, to the extent shown or defined on the said plans, and to alter or divert all such turnpike roads, parish roads, and other highways, canals, navigations, and railways, rivers, brooks, streams, and watercourses within the parishes, townships, hamlets, townlands or extra-parochial and other places aforesaid, as may be required to be diverted or altered for the purposes of such railway.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the said county of Cambridge, at his office at Cambridge, in the same county; and with the Clerk of the Peace for the said county of Huntingdon, at his office at Saint Ives, in the said county. And that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which such works or any part of them are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish, at the respective places of abode of such Parish Clerks.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and for levying tolls, rates, and duties upon or in respect of such proposed railway and works, and to vary or extinguish all rights or privileges in any manner connected with the lands and houses intended to be taken, and to confer others.

Dated this twelfth day of November 1844.

Crowder and Maynard, Solicitors,
57, Coleman-street, London.

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NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills for altering, amending, extending, and enlarging the powers and provisions of the following Acts or some or one of them (that is to say), of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled "An Act for making a Railway from London to Norwich and Yarmouth by Romford, Chelmsford, Colchester, and Ipswich, to be called the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the first and second years of the reign of Her present Majesty, intituled "An Act to amend and enlarge the powers and provisions of the Act relating to the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to amend and enlarge some of the provisions of the Acts relating to the Eastern Counties Railway, and to authorize the Company to raise a further sum of money for the purposes of the said undertaking;" also of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to authorize the letting on lease to the Eastern Counties Railway Company of the railways and works of the Northern and Eastern Railway Company, and to give effect to certain arrangements entered into by the said Companies, and to amend and enlarge some of the provisions of the Acts relating to the first-named Company;" and also of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to enable the Eastern Counties Railway Company to make a Railway from the Northern and Eastern Railway at Newport by Cambridge to Ely, and from thence eastward to Brandon, and westward to Peterborough;" and also of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled "An Act for making a Railway to form a communication between London and Cambridge, with a view to its being extended hereafter to the Northern and Eastern Counties of England;" and also of two Acts severally passed in the session of Parliament held in the second and third years of the reign of Her present Majesty, the one intituled "An Act to amend and extend the powers of the Northern and Eastern Railway Act," and the other intituled "An Act to enable the Northern and Eastern Railway Company to alter the line of their railway by forming a junction with the Eastern Counties Railway, and to provide a station and other works at Shoreditch, and to amend the Act relating to the Northern and Eastern Railway;" also of an Act passed in the session of Parliament held in the third year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to abandon a portion of the line originally authorized to be made, and to alter and amend several of the powers and provisions of the Acts relating to the said railway;" and

also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in their line of railway, and to alter and amend the several Acts relating to the said railway;" and also of an Act passed in the session of Parliament held in the fourth and fifth years of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make a branch line of railway, and to alter and amend the several Acts relating to the said railway;" and also of an Act passed in the sixth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make an extension of their present railway, and to alter and amend the Acts relating to the said railway;" and also of an Act passed in the session of Parliament held in the seventh year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their railway between Bishop's Stortford and Newport, and to alter and amend the Acts relating to the said railway."

And notice is hereby also given, that it is intended to apply for powers to enable the Eastern Counties Railway Company to alter the line of the railway, which by the said recited Acts or some or one of them, they are empowered to make from Ely to Peterborough aforesaid, by making a deviation to commence in the parish of the Holy Trinity in Ely otherwise Ely Trinity, and the parish of Saint Mary in Ely otherwise Ely Saint Mary, or one of them, in the isle of Ely, in the county of Cambridge, and to terminate in the parish of Whittlesea, Saint Mary and Whittlesea Saint Andrew, or one of them, together with all necessary or proper stations, erections, works, communications, approaches and conveniences connected therewith, which said railway and works will be situate in, or be made or pass from, through or into the several parishes, townships, hamlets, town lands or extra-parochial and other places of the Holy Trinity in Ely otherwise Ely Trinity, Saint Mary in Ely otherwise Ely Saint Mary, Chettisham otherwise Chettisham otherwise Churcham, in the parish of Ely Trinity or Ely Saint Mary, Downham, Byall Fen, Manca otherwise Manca cum Coveney otherwise Coveney cum Manca, Wimblington in the parish of Doddington, March in the parish of Doddington, Doddington, Whittlesea Saint Mary, and Whittlesea Saint Andrew, or some of them, all in the said county of Cambridge. And in the said Bill or Bills powers will be inserted to deviate in the construction of the said railway from the line or situation thereof as laid down on the plans deposited as hereinafter mentioned, to the extent shewn or defined on the said plans, and to alter or divert all such turnpike roads, parish roads and other highways, canals, navigations and railways, rivers, brooks, streams, and watercourses within the parishes, townships, hamlets, townlands or extra-parochial and other places, aforesaid, as may be required to be diverted or altered for the purposes of such railway.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the said county of Cambridge, at his office at Cambridge, in the same county; and with the Clerk of the Peace for the Isle of Ely, at his office in Wisbeach, in the said Isle of Ely; and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which such works or any part of them are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish, at the respective places of abode of such Parish Clerks.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and for levying tolls, rates and duties upon or in respect of such proposed railway and works, and to vary or extinguish all rights or privileges in any manner connected with the lands and houses intended to be taken, and to confer others.

Dated this twelfth day of November 1844.

Crowder and Maynard, Solicitors,
57, Coleman-street, London.

Hertford and Biggleswade Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills for altering, amending, extending, and enlarging the powers and provisions of the following Acts, or some or one of them (that is to say), of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled "An Act for making a Railway from London to Norwich and Yarmouth by Romford, Chelmsford, Colchester, and Ipswich, to be called the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the first and second years of the reign of Her present Majesty, intituled "An Act to amend and enlarge the powers and provisions of the Act relating to the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to amend and enlarge some of the provisions of the Acts relating to the Eastern Counties Railway, and to authorize the Company to raise a further sum of money for the purposes of the said undertaking;" and also of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to authorize the letting on lease to the Eastern Counties Railway Company of the Railways and Works of the Northern and Eastern Railway Company, and to give effect to certain arrangements entered into by the said Companies, and to amend and enlarge some of the provisions of the Acts relating to the first-named Company;" and also of an Act passed

in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to enable the Eastern Counties Railway Company to make a Railway from the Northern and Eastern Railway at Newport by Cambridge to Ely, and from thence eastward to Brandon, and westward to Peterborough;" and also of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled "An Act for making a Railway to form a communication between London and Cambridge, with a view to its being extended hereafter to the Northern and Eastern Counties of England;" and also of two Acts severally passed in the session of Parliament held in the second and third years of the reign of Her present Majesty, the one intituled "An Act to amend and extend the powers of the Northern and Eastern Railway Act;" and the other intituled "An Act to enable the Northern and Eastern Railway Company to alter the line of their Railway by forming a junction with the Eastern Counties Railway, and to provide a station and other works at Shore-ditch, and to amend the Act relating to the Northern and Eastern Railway;" also of an Act passed in the session of Parliament held in the third year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to abandon a portion of the line originally authorized to be made, and to alter and amend several of the powers and provisions of the Acts relating to the said Railway;" and also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their Railway, and to alter and amend the several Acts relating to the said Railway;" and also of an Act passed in the session of Parliament held in the fourth and fifth years of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make a branch line of railway, and to alter and amend the several Acts relating to the said Railway;" and also of an Act passed in the sixth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make an extension of their present Railway, and to alter and amend the Acts relating to the said Railway;" and also of an Act passed in the session of Parliament held in the seventh year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their Railway between Bishop's Stortford and Newport, and to alter and amend the Acts relating to the said Railway."

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway, to commence by a junction with the Hertford and Ware branch of the Northern and Eastern Railway, in the parish of Saint John Hertford, in the county of Hertford, and to ter-

minate in the parish of Biggleswade, in the county of Bedford, together with all necessary or proper stations, erections, works, communications, approaches, and conveniences connected therewith, which said railway and works will be situate in, or be made or pass from, through, or into the several parishes, townships, hamlets, townlands or extra-parochial and other places of Saint John Hertford, All Saints Hertford, Saint Andrew Hertford, Liberty of Brickendon, Bengoe within the borough of Hertford, Bengoe in the county of Hertford, Stapleford, Watton, Datchworth, Aston, Knebworth, Shephall, Stevenage, Little Wymondley, Ippolits otherwise Ippollits, Hitchin, township of Hitchin, hamlet of Walsworth, hamlet of Langley, and hamlet of Preston, in the parish of Hitchin, Norton, Pirton, Ickleford, Stortford, Rush Green, Hertingfordbury, Little Amwell, Sacombe, Broad-oak, Goldens, Waterford, Waterford Marsh, Bulls Mill, Mill End, South End, Digswell, Tewin, Bramfield, Watton Green, Wemstead, Broomhall Farm, Raughin Green, Datchworth Bury, Aston Bury, Mooders Hill, Oaks Cross, Frogmore, Bennington, Little Munden, Codicote, Knebworth Green, Deards End, Langley Kimpton, Welwyn, Saint Pauls Walden, Norton Green, Bragbury End, Broadwater, Shephall Bury, Coreys Mill, Symonds Green, Stevenage Bury, Broomin Green, Fishers Green, Todds Green, Kings Walden, Wymondley Priory, Wymondley Bury, Great Wymondley otherwise Much Wymondley, Offley, Gravelly, Willian, Letchworth, or some of them, in the county of Hertford. Shitlington, Holywell, Arlsey otherwise Arlesey, Snailsworth otherwise Snailswell; Henlow, Clifton, Lonford or Langford, Southill Hamlet of Stanford and Hamlet of Broom in the parish of Southill, Old Warden, Hamlet of Hill in the parish of Old Warden, hamlet of Holme in the parish of Biggleswade, and Biggleswade, or some of them, in the county of Bedford. And in the said Bill or Bills, powers will be inserted to deviate in the construction of the said railway, from the line or situation thereof, as laid down on the plans deposited as hereinafter mentioned to the extent shown or defined on the said plans, and to alter or divert all such turnpike roads, parish roads, and other highways, canals, navigations, and railways, rivers, brooks, streams, and watercourses within the parishes, townships, hamlets, townlands or extra-parochial and other places aforesaid, as may be required to be diverted or altered for the purposes of the said railway.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the said county of Hertford, at his office at Saint Alban's, in the same county; and with the Clerk of the Peace for the said county of Bedford, at his office at Bedford, in the same county; and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish, ~~in~~ or through which such works, or

any part of them, are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish, at the respective places of abode of such Parish Clerks.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and for levying tolls, rates, and duties upon, or in respect of such proposed railway and works, and to vary or extinguish all rights or privileges in any manner connected with the lands and houses intended to be taken, and to confer others.

Dated this twelfth day of November 1844.

Crowder and Maynard, Solicitors,
75, Coleman-street, London.

Porthdynllaen, Carnarvon, and Bangor Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction of a railway, with all proper works and conveniences connected therewith, commencing at or near the north point of the harbour of Porthdynllaen, in the parish of Edern, in the county of Carnarvon; passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Porthdynllaen, Edern, Nevin, Pistill, Llanaelhaiarn, Llynog, Llanllyfni, Llandwrog, Llanwnda, Llanfaglan, Carnarvon, Llanbeblig, Llanrug, Llanfair, and Bangor, in the said county of Carnarvon, or some of them, terminating at or near the south west entrance of the city and town of Bangor, in the said parish of Bangor, or in or at such other place, in the said parish of Bangor, as will connect the said intended railway with the intended Chester and Holyhead Railway.

And, by the said intended Act or Acts, it is further proposed, to enable the company thereby to be incorporated, and the Chester and Holyhead Railway, and Porthdynllaen Harbour Companies, or either of them, to enter into and carry into effect such mutual arrangements as to the said companies, or any two of them, may deem expedient for the purchase, sale, lease, or transfer of all or any of the works, powers, and privileges vested in or belonging to the said last-named companies, or either of them; and also to enable the said company thereby to be incorporated to sell, lease, and transfer to the said last-named companies, or either of them, the said intended railway and works, and all or any of the powers to be conferred by said intended Act or Acts; and to enable the said companies, or any two of them, to obtain powers to incorporate themselves into one company, and to raise the necessary funds for the several purposes aforesaid.

And it is also intended to apply for powers, in the said intended Act, to make and maintain a branch railway, two miles and a half in length, or thereabouts, with all proper works connected there-

with, from and out of the said intended main railway, commencing at or near a certain place called Pengelli, in the said parish of Llanfair, and passing thence through the parish of Llanddeiniolen, in the said county of Carnarvon, to connect the railway leading from the Di orwic Slate Quarries, at or near to a certain place called Glascoed, in the parish of Llanddeiniolen, in the said county; and also to continue and extend the said last-mentioned branch railway in or about two miles and a half further from Glascoed aforesaid, thence through the said parishes of Llanddeiniolen and Bangor, in the said county of Carnarvon, and terminating at or near a place called Ralltucha, in the said parish of Bangor, to connect the proposed railway from the Penrhyn Slate Quarries, or from or to such other place or places in said parishes, that the proprietors of said last-mentioned quarries may approve of; and also to make and maintain a branch railway, three miles in length, or thereabouts, with all proper works connected therewith, from and out of said intended main railway, commencing at or near a certain place called Bryncian, in the said parish of Clynnog, and passing thence through the parish of Llanllyfni, in the said county of Carnarvon, to connect the railway leading from the Nantlle, Dorothea, Penybryn, and Cloddfa'r Lon Slate Quarries, and Drwsycoed Copper Mines, at or near a certain place called Penygroes, in the said parish of Llanllyfni.

And it is intended to apply for powers, in the said Act or Acts, to deviate in the construction of the said railway or railways, and branch railway or railways, and other works, from the lines or situations thereof, as laid down on the plans to be deposited as hereafter mentioned, such extent as will be shewn or defined on such plans; and to alter any and divert such highways, roads, railways, passages, rivers, brooks, streams, and watercourses within the parishes and places hereinbefore mentioned, as it may be necessary to divert for the purpose of constructing the said railway or railways, and branch railway or railways, and the works connected therewith respectively.

And it is further intended to take power, by the said Act or Acts, to incorporate a company for the purpose of making the said intended railway or railways, and branch railway or railways, and the works connected therewith, respectively, with powers to purchase land, by compulsion or agreement, for the purposes thereof, and with powers to levy and take rates, tolls, and sums of money upon and in respect thereof.

And it is further intended to take powers, in the said Act or Acts, to incorporate the company to be thereby authorized to be formed with the Porthdynllaen Harbour Company, formed under and by virtue of an Act, passed in the forty-sixth year of the reign of His late Majesty George the Third, intituled "An Act for erecting a pier and other works for the improvement of the harbour of Porthdynllaen, in Carnarvon-bay, in the county of Carnarvon;" and also to alter and amend the

said last-mentioned Act in any way that may be deemed necessary and expedient for the purposes of the said intended railway, and the works connected therewith.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the before-mentioned railway or railways, and branch railway or railways, and works, and the lands or hereditaments required to be taken for the purposes thereof, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and hereditaments, respectively, will be deposited, for public inspection, on or before the thirtieth day of November one thousand eight hundred and forty-four, with the Clerk of the Peace for the said county of Carnarvon, at his office in Carnarvon; and a copy of so much of the said plans, sections, and books of reference, as relate to each of the several parishes through which the said railway or railways, and branch railway or railways would pass, will be deposited, on or before the thirtieth day of December next, with the parish clerks of those parishes respectively.

Dated this twelfth day of November 1844.

*Williams and Breese, Portmadoc.
R. Wynne Williams, Temple.*

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act or Acts of Parliament to enable the Bolton and Leigh Railway Company, and the Kenyon and Leigh Junction Railway Company, and the North Union Railway Company, respectively, to sell, dispose of, and absolutely make over to the Liverpool and Manchester Railway Company, the Bolton and Leigh Railway, and the Kenyon and Leigh Junction Railway, and the North Union Railway, and each and every or any of them, respectively, and all the property and effects of, and all powers, rights, and privileges belonging to, the said companies, respectively, and to disincorporate the said Bolton and Leigh, and Kenyon and Leigh Junction, and North Union Railway Companies, respectively, and to amalgamate the said several companies, and each and every or any of them, respectively, with and into the said Liverpool and Manchester Railway Company; and to enable the said Liverpool and Manchester Railway Company, or the said amalgamated companies, respectively, and the Grand Junction Railway Company, to amalgamate and consolidate themselves and the said several companies, respectively, and all the property and effects, rights, powers, and privileges thereof (with all the liabilities, engagements, undertakings, and appurtenances of the same several companies, respectively), into one company, to be incorporated for that purpose.

And that, by the said Act or Acts, it is intended to alter, repeal, amend, explain, enlarge, and render more effectual all or some of the powers and provisions of the following Acts of Parliament

already made and passed, namely, nine several Acts for incorporating or otherwise relating to the Liverpool and Manchester Railway Company (passed in the seventh, and in the seventh and eighth, and in the ninth, and in the tenth years of the reign of His Majesty King George the Fourth, and in the first, and in the second, and in the seventh years of the reign of His late Majesty King William the Fourth, and in the second, and in the fifth and sixth years of the reign of Her present Majesty Queen Victoria); and of three several Acts for incorporating or otherwise relating to the said Bolton and Leigh Railway Company, passed in the sixth and in the ninth years of the reign of King George the Fourth, and in the first and second years of the reign of His late Majesty King William the Fourth; and the Act incorporating the said Kenyon and Leigh Junction Railway Company, passed in the tenth year of the reign of His said Majesty King George the Fourth; and also the Act, passed in the fourth year of the reign of His said late Majesty King William the Fourth, incorporating the said North Union Railway Company; and also the Act, passed in the third year of the reign of Her present Majesty Queen Victoria, to effectuate the sale of the Bolton and Preston Railway unto, and to incorporate that company with, the said North Union Railway Company, and for other purposes; and also the following Acts of Parliament relating to the Grand Junction Railway, viz., an Act, passed in the third year of the reign of His late Majesty King William the Fourth; another Act, passed in the fourth year of the reign of His said late Majesty King William the Fourth; another Act, passed in the fifth year of the reign of His said late Majesty King William the Fourth; another Act, passed in the fifth year of the reign of His said late Majesty King William the Fourth; another Act, passed in the first and second years of the reign of Her present Majesty Queen Victoria; and another Act, passed in the third year of the reign of Her said present Majesty Queen Victoria, or some of the said several Acts respectively.

And that, by the said Act or Acts, it is intended to obtain powers to alter, vary, and regulate the rates, tolls, and duties at present demandable or receivable for the use of the said several railways respectively, and to enable the said company so to be consolidated and incorporated, to levy and receive the same or other rates, tolls, or duties in or upon or in respect of the said several railways, or the said consolidated railway, respectively; and to extend and make applicable to the said consolidated or new company, and all the property, works, matters, and things belonging thereto or connected therewith, all or some of the powers and provisions of the said several Acts of Parliament relating to the said several companies respectively, and to alter, amend, and extend the same; and also to obtain powers to take and purchase lands and hereditaments, by compulsion or by agreement, and such other powers and authorities as may be requisite or expedient for better effecting the several purposes aforesaid.

And that it is intended, by the said Act or Acts, to obtain powers to enable the said Liverpool and Manchester Railway Company, and the said Grand Junction Railway Company, and each or either of them, respectively, and the said consolidated or new company, to raise more money by the creation of new or additional shares in the said respective companies, or either of them, or in the said consolidated or new company, or by loans or otherwise, as well for adjusting and equalizing and effecting the arrangements, or otherwise for the purposes of the said consolidation, as also for the general purposes of the said consolidated or new company; and also to convert the capital and shares of the said consolidated or new company, or any part or parts thereof, into stock.

Clay and Swift, Solicitors.

Liverpool, November, 1844.

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