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THE Secretary of State for India in Council has received the following papers.

No. 1.

GENERAL ORDER.

Fort William, September 24, 1859.

No. 1336.

HIS Excellency the Governor-General in Council is pleased to direct the publication of the following extract of a letter from the officiating Adjutant-General of the Army, No. 1094, of the 18th ultimo, and reports from Major-General Sir Hugh Rose, G.C.B., late Commanding Central India Field Force, of the capture of Rathgur, and of the action at Barodia.

His Excellency in Council in notifying his entire concurrence in the opinion expressed by the Right Honourable the Commander-in-Chief, desires to record his high approval of the manner in which these operations were directed. His Excellency in Council offers his cordial thanks to Major-General Sir Hugh Rose, and to all the officers and men employed on these occasions, and regrets that the miscarriage of the Reports of these operations should have delayed the public notice of them.

No. 2.

Extract of a letter from the officiating Adjutant-General of the Army to the Secretary to the Government of India, Military Department, No. 1094, dated 18th August, 1859:—

In continuation of my letter, No. 389, of 20th May last, I am now directed to append, for submission to His Excellency the Governor-General in Council, the accompanying despatch, No. 1204A, dated 29th June of the present year, from Major-General Sir Hugh Rose, G.C.B., late Commanding Central India Field Force, giving cover to copies of his reports of the capture of Rathgur and action of Barodia.

With reference to the operations described in the despatches now forwarded, his Lordship desires me to observe that they reflect the highest credit upon the commander and the troops engaged, and are characterised by that complete success which marked the whole of Sir Hugh Rose's campaign in Central India.

No. 3.

Major-General Sir Hugh Rose, K.C.B., Commanding Central India Field Force, to the Adjutant-General of the Army, Head Quarters, Bombay.

SIR, Camp, Saugor, 7th February, 1858.

MY report of the 31st ultimo will have informed you, for the information of his Excellency the Commander-in-Chief, that the rebels had determined to defend the fort of Rathgur, in order to prevent my force from relieving Saugor, and putting down rebellion in the Saugor and Bundelcund districts.

As I approached Rathgur, I received information of the assemblage of rebels at Odepore, in Scindia's Country, and in my front. In order to ensure the safety of the Siege Train, which was a day's march in the rear, and not to lose time, I brought it up by a night march to my force, and adopted precautions against surprise.

In going through a pass, over a range of hills, five miles from Rathgur, the officer commanding the leading flankers, embarrassed by the thick jungle, took by mistake the right instead of the left road, as ordered, and crossing, in consequence, the River Beena by the upper, the wrong ford, got into a skirmish with the rebels posted in the suburbs of Rathgur. I had just arrived with the advanced guard at the encamping ground: to extricate the flankers from a position so unfavourable to cavalry, I advanced, and covered with the infantry guns and supports, their return to their proper position. In rectifying this mistake, I had gained a good deal of ground to the right front, and a Company of the 24th Native Infantry had taken with spirit one or two houses and gardens; on reconnoitring, I found that they were the commencement of the suburbs, and that, to keep all this, would compromise my right, and plan of attacking the fort from the left flank. I therefore ordered the troops back to their camp.

The next day I made, with Major Boileau, Commanding Engineer, and a small party of the 3rd Europeans and 3rd Light Cavalry, under Captain Forbes, a complete reconnoissance of eighteen miles of the whole country round the rock of Rathgur.

I ascertained that the rock, one mile and a half in length, covered and surrounded with thick jungle, slopes from the west, where it is precipitous, to the east, where it is accessible. The north front of the fort was the only one which was inhabited; the other fronts were merely

fortifications. The River Beena runs under its west face.

The reconnoissance confirmed in all essentials the information on which I had formed my plan of attack. I carried it out, by investing, the same evening, the rock of Rathgur as closely as the great extent, hills, thick jungle, and a difficult river would allow me. But it is impossible, unless with a very much larger force than my own, to invest completely such ground, because a great part of it is dense jungle, which, hiding all view of the enemy's motions, enables him, by a feint, to concentrate videttes and pickets on one point, and then pass through the vacuum.

Sir Robert Hamilton had the goodness to place at my disposal 600 or 700 troops of all arms of the Regiment of Bhopal; and I had requested their commander to invest the south-west of the fort, as being nearest to their country, and to take the village of Puttan, which they did with alacrity, after firing a few shots.

The next day, as soon as the officers commanding the Artillery and Engineers had reported that they were ready for the siege, I attacked the fort from the left, at the south-west end of the rock, under cover of a feint from the right, against the town, from which all possible advantage was to be derived.

Both succeeded.

Leaving a troop of the 3rd Light Cavalry at the foot of the slope to cover our rear, accompanied by Captain Forbes, commanding the 3rd Light Cavalry, who is always as zealous as he is useful, I mounted, with the troops in the margin,\* under the command of Lieutenant-Colonel Liddell, the slope, two Companies of the 3rd Europeans skirmishing and covering the breadth of the rock, two Companies supporting, and the rest in reserve. We made our way through thick jungle, and reached, without being discovered, the edge of the open ground in front of the east curtain of the fort, which Major Boileau had selected for the breaching batteries.

I directed a road to be cut immediately by the Sappers and Miners from the foot of the slope to this battery; our left to open a communication down the south of the rock with the troop of the 3rd Cavalry, investing the south of the rock; our right to open a communication down the north side of the rock with the camp; and rifle-pits to be made at night in front of our attack, enfilading as much as possible the enemy's line of defences.

The enemy, having perceived our position, commenced rather a sharp fire on it from their jinjals and small guns in the curtain and bastions, which I kept down with the fire of the 6-pounder of the Hyderabad Contingent and the 5½-mortars, the former firing at the loop-holes and embrasures, the latter, with half-charges, dropping their shells on the banquette. I beg to mention, for his devotion on this occasion, Quarter-Master Thompson, commanding a half-battery of the artillery of the Hyderabad Contingent, who has completed thirty-two years of meritorious service. Twice hit, he continued to fight his guns successfully to the close of the day. I thanked his battery on the ground.

The two 18-pounders, with elephant draught, were brought up the hill at 4 P. M., the 3rd Europeans dragging them up the steep where the elephants could not go.

\* Lieutenant-Colonel Liddell Commanding: 3rd Bombay European Regiment; detachment of Siege Train under Lieutenant Mallock, two 18-pounders, 16 men Bombay Artillery; two 5½ inch mortars, 10 men Bombay Artillery, 96 Madras Sappers and Miners, two 6-pounder guns Artillery; Hyderabad Contingent; one Troop 3rd Light Cavalry, under Captain Forbes.

The feint against the town drove the enemy out of it into the fort, and enabled Brigadier Steuart, with the force in the margin,\* to take possession of the "Eedgha," a Mussulman place of prayer, opposite the north face, commanding the town, and within range of the main gate of the fort. On this height, and another to the left, he skilfully placed Captain Lightfoot's 9-pounder battery—one 8-inch howitzer and two 8-inch mortars. These batteries, forming the right, or town attack, kept up night and day an effective fire on the line of defences and buildings of the fort.

On the 27th instant, I changed the 8-inch howitzer from the right to the left attack, in order to enfilade with its fire the defences and palaces of the north face.

I was constantly between the two attacks, which were two and a half miles apart.

From the town attack I directed a detachment of the 3rd Europeans, supported by another of the 24th Native Infantry, with two companies of the 24th Native Infantry in reserve, and under cover of houses and trees and of a heavy fire from the Eedgha Battery, to take a low massive tower close to the main gate, Captain Lightfoot being of opinion that a howitzer might be placed in it which would batter the gate and strengthen and shorten the cordon of investment. I had a couple of 8-inch shells thrown into the tower, to drive out the enemy should they be there, when the storming party, gallantly led by Captain Lightfoot (who volunteered to accompany it, for which I beg to recommend him to His Excellency) entered the tower, under a heavy fire from the walls, by the postern opposite the walls, from which it was only fifty yards distant. Captain Lightfoot recommends Private Davies, of the 3rd Europeans, for his gallantry and intelligence on this occasion.

Captain Lightfoot and Lieutenant Bonus, of the Engineers, having, after a thorough examination of the tower, reported that the massive construction and nature of its defences prevented their being used for the offensive, I withdrew the troops from it before daylight.

On the 28th instant, at 8 o'clock, the sand-bag batteries of the left attack having been completed, the two 18-pounders and the 8-inch howitzer, having been brought up to them, commenced their fire against the outer wall of the east curtain of the fort with such good effect that it was evident that a practicable breach would be soon made.

I had just returned to the camp from the battery when the rebels, coming in force out of the thick jungle, crossed the River Beena, and attacked the videttes of the right rear of the camp. Another large body of them appeared at the same time on the opposite bank, the two bodies amounting to 1,500 or 2,000 men, many of them sepoy and valaites.

I moved rapidly, with the outlying picket of Her Majesty's 14th Dragoons, who, in less than a minute, were in their saddles, against the rebels, ordering two guns and the rest of the pickets to follow in support. The enemy, who were skirmishing with a picket of the 3rd Light Cavalry, on seeing our approach, fired a discharge of muskets and rockets at us, and ran into a gorge of the Beena, and up its rocky banks. I directed Captain Hare, following in my rear, to move by a short line, and cut off their retreat.

\* Four 6-pounder guns, Bombay Horse Artillery; six 9-pounder guns, Bombay Light Field Battery, under Captain Lightfoot; fifty Bombay Sappers and Miners; detachment of Siege Train; two 8-inch mortars and one 8-inch howitzer, twenty-six men Bombay Artillery; all the artillery under Lieutenant-Colonel Turnbull; two troops of H.M.'s 14th Light Dragoons, under Major Scudamore, 24th Regiment Native Infantry.

Brigadier Stuart, whom I had called up, advancing from the Eedgha, with a few rounds of artillery, sent the rebels on the other side of the river into the jungle, and the whole retreated rapidly to a precipitous ridge above the village of Chunderapore, four miles to the north-west of Rathgur, from whence they had started in the morning.

Captain Hare came up with the rear of the rebels before they reached the ridge, and cut up several of them.

Captain Hare and Lieutenant Westmacott, attached to the Hyderabad Cavalry, did good service on this occasion, and Lieutenant Moore, of the 3d Bombay Light Cavalry, who, on account of the few artillery men, served a gun with effect, deserves also to be mentioned.

After nightfall, the rebels made a feeble and unsuccessful attack on the left of the camp from the Saugor Road. The rebels, who had come from their fortified Camp Noreonlee, and from the Fort of Kooreye, failed completely in their attempt to surprise the camp and relieve Rathgur. During the whole time of their attack the breaching batteries continued their fire. Colonel Turnbull reported that the breach would be practicable for an assault the next day at sunset.

Accounts now came into me that the rebels from the Chunderapore ridge had, early in the morning, attacked, in the difficult pass mentioned in the first part of this report, a convoy of supplies coming for my force from the west, and had killed Scindia's vakeel who was in charge of it.

The safety of my supplies rendered it necessary that the enemy should be driven from Chunderapore during the night. I was employed in making arrangements for attacking them, which was not easy, as my force was already engaged in an operation for which in former times a force of four times their strength was considered necessary. However, I was on the point of marching against Chunderapore, when two spies I had sent out during the night came in and reported that the enemy had left that place for Barodia.

On visiting the Eedgha, Brigadier Stuart reported to me that about 4 o'clock A. M. the enemy had attempted to make a sortie from the main gate, which he had driven back with Captain Lightfoot's 9-pounders. A Bhopal officer came up, and reported that he had cut up twenty-five, out of fifty, of the garrison who had attempted to force their way by his patrol. Colonel Liddell reported also, at the same time, that, judging from the stillness in the fort, that its garrison were escaping, he had entered it by the incompleting breach, with part of the 3rd Europeans, who, after receiving some shot from the few rebels still there, had killed them and taken possession of the fort. The main body fled by an ancient sally port and a hole dug under the parapet to the south-west, from which, when I entered the fort, the ropes were hanging, by which they had let themselves down. The reports of all the officers on duty state that these rebels, crossing a ford over the Beena, to the south-west, under the Bhopal Camp, passed through the Bhopal lines into the jungle; the Bhopal troops fired a few shots at the fugitives; two or three of their dead baggage animals in this ford showed the track they had taken. The Bhopal troops have been, and are still, so useful to me that I merely mention this circumstance, which is nothing out of the way amongst oriental troops, out of justice to my own force.

The garrison, stated to be 400 or 500 in number, had, although many of them were warlike valaites and Pathans, despite of their determination that they would hold Rathgur or die, not been

able to stand the shelling, or meet the approaching assault. I am glad to say that the investment of the rock prevented the escape, and caused the capture, of most of the chief rebels, and of many of the rest. Mahomed Fazil Khan, a relation of the Regent of Bhopal, and the military chief of the rebels in these districts, and all his staff, such as they were, attempted to cross the Beena, but, seeing the videttes of Her Majesty's 14th Light Dragoons on the other bank, turned back, and hid themselves in a cave under a rock, where they were captured. The videttes and pickets round the rock, those of Bhopal included, cut down and took many of the fugitive garrison during the day. I made over eighty prisoners to Sir Robert Hamilton, of whom twenty-four were executed; and forty-eight more to the civil authorities.

Of the cavalry sent in pursuit of the fugitives, the Hyderabad Irregulars came up with and killed forty of them, this being exclusive of the twenty-five killed by the Bhopal troops; Lieutenant Westmacott on this occasion again distinguished himself.

At sunset, Mahomed Fazil Khan, and the Nawab Kamdar Khan, a pensioner of the British Government and a son of the great Pindaree Chief taken by Sir John Malcolm, were hung over the gate of the fort in presence of detachments of my force: next day, seventeen more, most of them rebels of note, and all part of the garrison of Rathgur, were executed; two of them, brothers of the Pindaree Chief, had taken part in the murder of the British Assistant at Bereiseeah. Kishen Ram, a secretary of Mahomed Fazil Khan, is stated to have been instrumental in atrocities committed on forty Christians; Wallidad Khan, who admitted on his trial that he had done all he could, and three times urged Fazil Mahomed to go down, sword in hand, and attack the camp, a valaites leader, &c.

The Shazadah of Mundesore was not in the fort, as was proved by an unopened letter from the Rajah of Banpoor to his address, found in the fort by an officer of the 3rd Europeans; he had left it the day of our arrival. In this letter, which is curious, the Rajah gives him the title of King, and deplores that many native Chiefs do not venerate his kingly authority as they ought to do, but have the bad taste to prefer the rule of the Kafir and infidels.

The fort was provided with a fine tank cut out of the rock fifty feet deep; and in it were found great stores of salt and grain sufficient for a year's consumption, a few camels, cattle, and several horses, two of them belonging to Mahomed Fazil Khan, one with a silver bridle, and another to the Shazadah of Mundesore, a mould for casting cannon and shot, and an immense mass of native correspondence and English accounts, which I made over to Sir Robert Hamilton; one object was also found which excited indignation, the effigy of the head of a decapitated European female, which it appears these supporters of a change of rule in India carried before their troops, as fitting emblem of their deeds; notwithstanding this, and all that has passed, far worse than this, the 3rd Europeans, when they entered the fort, treated the women and numerous children of the rebels, who were left there, with the humanity which was to be expected from their discipline, and their faith. I had enjoined the troops, for the honour of their country and the Army, not to harm a woman or a child.

I beg to bring to his Excellency's favourable consideration the zealous and able support which I have received before Rathgur from Brigadier Stuart, Lieutenant-Colonel Turnbull, command-

ing the Artillery, and Major Boileau, commanding the Engineers, and which contributed so materially to the success of the operations against it; as well as the discipline, courage, and thorough good will of the troops engaged on them.

Anxious not to lose a day in relieving Saugor, I made continued marches without a halt. The troops, on account of the difficulties of supply, were, at times, twenty-four hours without rations, and four days on duty before Rathgur without a relief, defending their camp against a numerous enemy in a dangerous country on their flanks and rear, attacking with all their energy, and taking, in three days, a fort strong by nature and art in their front, which Scindia, with a force of at least four times their strength, besieged for five months.

I shall have the honour to make favourable mention of the services of my Staff in a future report.

I beg leave to enclose a return of the Oude artillery found in the fort, and of the casualties in my force before Rathgur.

The troops took three large standards, two of which bore the red extended hand, the device of Mahomedan rebellion.

I beg to offer my excuses for the length of this report, which is caused by the varied nature of the operations. I cannot conclude it without returning my sincere thanks to his Excellency and to Lord Elphinstone, for having made my force as complete as circumstances would possibly allow, and for the very great kindness with which you have attended to all my requests on this subject.

I have, &c.,

HUGH ROSE, Major-General,  
Commanding Central India Field Force.

No. 4.

*RETURN of Killed and Wounded of the 2nd Brigade Nerbudda Field Force, during the Siege and Attack of Rathgur.*

Corps.	Rank and Names.	Killed.	Wounded.	Remarks.
1st Troop Horse Artillery	Assistant - Apothecary W. Conway	...	1	Wounded dangerously; ball through head
14th Light Dragoons ...	Gunner M. Wallace	...	1	Ditto, ball through right arm
	Private G. Trayleu	...	1	Ditto mortally (since dead)
	" R. Wycherley	...	1	Ditto in the back of the head
3rd Bombay European Regiment	" J. Woolaston	...	1	Ditto mortally (since dead)
	" J. Daley	...	1	Ditto in the head
	" J. Levy	...	1	Ditto in the foot
	" W. Coombes	...	1	Ditto in left elbow
	" R. Stewart	...	1	Ditto in right thigh
	" J. Lister	...	1	Contusion of the foot
Bombay Sappers and Miners	Serjeant F. Tappe	...	1	Wounded in leg
Madras Sappers and Miners	Private Girthaurey	...	1	Slightly wounded in fore-arm
	Naique Keeraswamy	...	1	Ditto ditto in back by ball
	Lance Naique Ramswamy	...	1	Ditto ditto in leg
	Private Chavathian	...	1	Ditto ditto in thigh by ball
	" Ramswamy	...	1	Severely wounded in left fore-arm by ball
24th Regiment N.L. ...	Subadar Bahoodoor Sing	...	1	Shot through right lung
1st Cavalry Hyderabad Contingent	Trooper Shaik Rymon	...	1	Wounded severely in the leg
	" Ramas Khan	...	1	Ditto ditto in the thigh
	" Hyderally Khan	...	1	Ditto ditto ditto
2nd Company Artillery	Quartermaster Thompson	...	1	Ditto slightly in the ear and chest
		3	18	

*Return of Horses Killed and Wounded.*

1st Troop Horse Artillery—1 wounded.  
Her Majesty's 14th Light Dragoons—1 killed, 4 wounded.  
1st Cavalry Hyderabad Contingent—1 killed, 3 wounded.  
Total—2 killed, 8 wounded.

No. 5.

MEMO.—Names of officers and non-commis-

sioned officers mentioned by Sir Hugh Rose, extracted as per Adjutant-General's Memo.:

Lieutenant-Colonel Turnbull, Artillery.  
Major Boileau, Madras Engineers.  
Captain Forbes, 3rd Light Cavalry.  
Captain Lightfoot, Artillery.  
Captain Hare, Lieutenant Westmacott, Hyderabad Contingent.  
Lieutenant Moore, 3rd Light Cavalry.  
Quartermaster Thompson, Artillery, Hyderabad Contingent.  
Private Davies, 3rd European Regiment.



No. 6.

*Major-General Sir Hugh Rose, K.C.B., Commanding Central India Field Force, to Colonel Green, C.B., Adjutant-General of the Army.*

SIR,

I HAVE the honour to state to you, for the information of his Excellency the Commander-in-Chief, that, after the capture of Rathgur, the rebels, who had retired from Chunderapore to Barodia, as mentioned in my report of the 7th February, 1858, concentrated in the latter place, having been reinforced by such of the garrison of Rathgur as had escaped, and by rebels from Kooreye and other places in Bundelcund.

2. Barodia, on the left bank of the river Beena, is a strong village with a "gurrie," or small fort, with dense jungle on each side, about 12 miles from Rathgur, on the road to Kooreye, a strong fort 29 miles to the north of Saugor.

3. The object of the rebels in concentrating at Barodia was to prevent or endanger my advance to Saugor, by retaking Rathgur, or by placing themselves in my rear, on the road from Bhopal to Saugor, to cut off, as they had already attempted to do, the supplies coming to me from the friendly states of Scindia and Bhopal. It was consequently necessary to attack the enemy, and drive them out of Barodia.

4. Taking with me the force stated in the margin\*, I marched at mid-day, on the 31st ultimo, from Rathgur, leaving Brigadier Steuart, with the remainder of my force, to protect Rathgur and the camp.

5. I moved in the order of march which I always adopt when near the rebels, as a precaution against their system of surprises; that is, a line of flankers of Her Majesty's 14th Light Dragoons on each side of the road, 50 yards in front of the leading file of the advanced guard, which with a file of irregulars has charge of the guides; another line of irregular cavalry, 150 yards in echelon in front of the outward flanks of the 14th; and, should thick jungle border the road, a company of infantry in extended order on each side of it, to support the flankers of the 14th and the advanced guard. By this means all dangerous ground is searched; surprises are almost impossible; and spies, lying concealed at a great distance from the road, are frequently seized.

6. As we approached Barodia and the river Beena, we had very thick jungle, long grass, and nullahs on our left. The flankers of the irregulars, suddenly halting, reported that they perceived the enemy in force in ambuscade on our left. Being with the advanced guard, which was under Lieutenant-Colonel Turnbull, I ordered the two guns of his troop to open their fire to the left on the enemy; before they could do so, the enemy opened a musketry fire on us, killing Lieutenant-Colonel Turnbull's horse, and keeping it up with tenacity, although I reinforced the division of horse artillery with four of Captain Lightfoot's 9-pounders, firing grape and round shot; it was too close for shrapnell.

\* Four guns Horse Artillery; four guns Captain Lightfoot's Battery; two  $\frac{5}{8}$  inch mortars, with 15 men of Captain Woolcomb's Battery, under the command of Lieutenant Strutt; three troops 14th Light Dragoons; two troops 3rd Bombay Light Cavalry; 25 men Madras Sappers and Miners; 3rd European Regiment; detachment Hyderabad Contingent Field Force, under Captain Hare.

7. Lieutenant-Colonel Turnbull, with the Horse Artillery, took ground to the right, with the view to enflade the enemy, but he could not get a slant at them. However, this movement enabled him to obtain good views of a body of rebel horsemen, with a red standard, endeavouring to gain a wood to our right and outflank us. I had directed a charge of cavalry against them, but it could not be executed, in consequence of the Staff Officer being unable to find a passage down the high banks of the Beena; two rounds of spherical case burst amongst this batch; they disappeared.

8. I had placed the 3rd Europeans in skirmishing order, in front of the flanks of the guns; their united fire diminished, but did not silence, the fire of the rebels.

9. I therefore charged the rebels out of their advanced position, with the skirmishers of the 3rd Europeans, who, under Lieutenant-Colonel Liddell, gallantly drove them out of their own treacherous element, thick jungle, and twisting nullahs, and took possession of the bank of the river, commanding the ford to Barodia, which now first became visible; the rebels had displayed so much obstinacy in defending this position, in order to prevent our advance across the Beena to Barodia.

10. Lieutenant-Colonel Liddell, Captain Neville, Royal Engineers, Captain Campbell, 3rd Europeans, Captain Rose, my Aide-de-Camp, and Lieutenant Macdonald,\* Assistant-Quartermaster-General, were conspicuous in this advance.

11. I turned the advantage gained by the 3rd Europeans immediately to account, and sent the Hyderabad Irregular Cavalry, supported by the 3rd Bombay Light Cavalry, under Captain Forbes, to cross the ford covered by the skirmishers, to pass through the jungle to the front, and fall on the enemy in the open, which I had learnt was between the jungle and Barodia. I followed with four guns of the Horse Artillery, and a troop of Her Majesty's 14th Light Dragoons in support, under Lieutenant-Colonel Turnbull, ordering the rest of my force to follow, with the exception of Captain Hare's infantry and guns, which remained at the fort to prevent the rear being cut off.

12. Captain Forbes found the enemy's flanks, particularly their left, posted in thick jungle, their centre in comparatively open ground; he charged and broke their centre, cutting up thirty or forty of them. The third, and a very strong position, the village of Barodia, now came within sight. Captain Forbes, having observed a body of cavalry retreating leisurely on it, attempted to cut them off, but their flight, on seeing his intention, became so rapid that he only succeeded in killing eight or ten of them, before they got well under the protection of their guns in position at their village, and of the matchlock men posted in the dense jungle, which surrounded three sides of it, and lining the banks of a wet nullah running along the front.

13. Captain Forbes mentioned for their conduct on this occasion, and I beg to recommend to his Excellency the Commander-in-Chief, Subadar Soojut Khan, for having killed, himself, three of the rebels, all of his own caste; Naick Hunut Sing, very severely wounded; Naick Babadheen Khan and Trooper Vass, also severely wounded; who attracted the notice of their officers by en-

\* Lieutenant Macdonald was slightly wounded, and his horse twice wounded.

gaging singly two or three of the enemy at the same time.

14. On the day before, when the camp was attacked, the same faithful Subadar hindered the advance of the enemy by the able disposition of his picket.

15. If his Excellency were pleased to obtain a reward for these brave soldiers, it would have a good effect on their regiment, whose fidelity and courage have never failed.

16. Jemadar Jhurut Hoosanie Khan, 3rd Hyderabad Cavalry, was mortally wounded in courageously attacking singly a knot of the enemy.

17. Captain Forbes conducted the charge with the same gallantry and intelligence which distinguished him at Kashab.

18. Although the ford was a bad one, Lieutenant-Colonel Turnbull took his guns across it rapidly in support of the cavalry, and when, by the strength of the enemy's position, they were compelled to give up the pursuit, unlimbered in front of the village, and the enemy's guns, and opened an effective fire on their position. Captain Lightfoot with the 9-pounder battery arrived shortly afterwards.

19. The enemy answered with guns and rockets, killing at my side, to my great regret, Captain Neville, of the Royal Engineers, acting as my Aide-de-Camp: knowing what excellent service he had done as an engineering officer before Sebastapol, I had brought him up by forced marches to assist in the reduction of the forts in this country; during the action he was most useful to me, exhibiting to the last the courage and intelligence which had obtained for him so honorable a reputation.

20. Driven from their position by the fire of our guns, the enemy retreated across a wall and open space into the village and jungle. I directed Captain Lightfoot to correspond to this movement; he took ground to the left with guns, and gave them, before they reached cover, an enfilading and destructive fire; the 5½ inch mortars threw shell into the small fort of the village and jungle, to which the enemy had retired.

21. It was now getting dark: taking two companies of the 3rd Europeans, which had just come up, I crossed the wet nullah, and, bringing their right shoulders forward, occupied the wall round the village, and surrounded it with the skirmishers and a troop of the 3rd Light Cavalry. Lieutenant-Colonel Liddell afterwards occupied it and the little fort, but the enemy, except a few valaitee skirmishers who were killed, had fled to Kooreye through the jungle, leaving baggage unpacked, and other signs of a precipitate retreat.

22. I was not at all sure that my camp, with the siege artillery and numerous stores, left, with a small force, at Rathgur, under Brigadier

Steuart, might not be attacked during my absence, as it had been before. I therefore halted in the village only for a short time in order to rest the troops, who had been on duty for the last five days, and marched back the same night to Rathgur; they were marching or engaged fifteen hours.

The enemy's loss was severe; they themselves state it to be from four to five hundred, which is not surprising, as they were exposed to well directed fire for a length of time. Amant Sing, their ablest military leader, and a nephew of Tajie Mahomed Khan, were killed; and the Rajah of Banpore was wounded.

The valaitees and Pathans fought with their accustomed courage, several of them, even when dying, springing from the ground, and inflicting mortal wounds with their broad swords.

The good result of the defeat of the rebels at Barodia exceeded my expectations; not only were my communications with the West and Saugor completely opened, but the rebels, flying from Barodia to Kooreye, left in their panic that place, although it is a fort in a strong position, and Krulassa, which is between thirty and forty miles to the north-west of Saugor. Nureeawallee, their fortified camp, was also abandoned. All these places and the country about them had been in their hands for the last eight months. The rebels also left at Kooreye their guns which they had at Barodia.

The troops behaved at Barodia with discipline and courage, keeping in very bad ground their formation, and obeying with eager alacrity any orders which brought them closer to the enemy. The 3rd Europeans, although very young, and now for the first time in the field, have qualified themselves for a career of honour; and Lieutenant-Colonel Liddell is sure to lead the way.

I am much obliged to Captain Wood, my Assistant-Adjutant-General, and my Staff, for the assistance which they gave me on this occasion, as well as at Rathgur; and I ought to add that the Officers of my Divisional Staff, whose duties are non-combatant, still, in their zeal, accompany me to the field. Captain Campbell, Baggage Master, who was hit, was very useful and intelligent in conveying my orders; and Lieutenant Lyster, my Interpreter, of the 72nd Regiment Bengal Native Infantry, was wounded when engaging the nephew of Mahomed Fazil Khan, whom he killed.

I have the honor to enclose a list of the casualties at Barodia, as also a list of Sappers and Miners, whom Major Boileau, Commanding Engineer, wishes to be mentioned for having inspected the ditch and the breach of the Fort of Rathgur.

I have, &c.,

HUGH ROSE, Major-General,  
Commanding Central India Field Force.

No. 7.

*RETURN of Killed and Wounded of the Head Quarters Staff and 2nd Brigade Central India Field Force, during the Action with the Rebels, at Barodia, on the 31st of January, 1858.*

*Camp, Saugor, February 8, 1858.*

Corps.	Rank and Names.	Killed.	Wounded.	Remarks.
Staff... ..	Captain Neville ... ..	1	...	Killed by a round shot
	" J. Macdonald ... ..	...	1	Sword cut on outer part of right thigh
	" E. Campbell ... ..	...	1	Contusion of right thigh by spent ball
	Lieutenant H. H. Lyster	...	1	Deep sword cut on inner part of right forearm
1st Troop Horse Art.	Lieutenant R. Pittman ... ..	...	1	By a round shot in right shoulder
	Gunner J. Lee ... ..	...	1	By a spent ball
3rd European Regt.	Serjeant J. O. Conners ... ..	...	1	Severely, by gun-shot wound in chin
	Lance-Corporal H. Currie	...	1	Ditto ditto in neck
	" H. Hoben	...	1	Ditto ditto in left arm
	Private S. Wright ... ..	...	1	Ditto ditto in left thigh
	" H. Wingfield ... ..	...	1	Fracture of both legs (by gun-carriage wheel)
3rd Light Cavalry ...	Cornet Daniels ... ..	...	1	Slightly in right arm
	Trooper Hunmunt Sing	...	1	Ditto ditto
	" Francis Vass ... ..	...	1	Severely in both arms
	" Kalkee Pursad	...	1	Slightly in the back
1st Cavalry Hyderabad Contingent	Lieutenant K. G. Westmacott ... ..	...	1	Slightly in the finger
	Jemadar Goolam Hossein Khan	...	1	Severely in the head
	Duffadar Murdan Sing ... ..	...	1	Very severely in the thigh (since dead)
	Trooper Emmomally Khan	...	1	Slightly in the body
	" Ally Beg ... ..	...	1	Severely in the arm
	" Shaik Lyfoolah	...	1	Ditto ditto
	" Rymattalah Khan	...	1	Ditto ditto face
3rd Cavalry Hyderabad Contingent	Jemadar Ahmed Hoosein Khan	1	...	
	Total ... ..	2	21	

H. H. A. WOOD, Captain,  
Assistant Adjutant-General, C. I. F. F.

## HORSES.

	Killed.	Wounded.	Missing.
Staff ... ..	...	2	...
1st Troop Horse Artillery	1	1	...
14th Light Dragoons	1	...	...
3rd Light Cavalry	1	5	1
No. 18 Light Field Battery	...	1	...
1st Cavalry Hyderabad Contingent...	...	3	3
3rd Cavalry Hyderabad Contingent	...	...	1
Total ... ..	3	12	5

No. 8.

*H. L. Anderson, Esq., Secretary to Government,  
Bombay, to Colonel Edward Green, Adjutant-  
General of the Army.*

SIR, *March 18, 1858.*

I AM directed by the Right Honourable the Governor in Council to acknowledge the receipt of your letter, No. 2133, dated the 9th instant, forwarding a despatch from Major-General Sir Hugh Rose, commanding the Central India Field Force, detailing his operations before Rathgur.

In reply, I am desired to inform you, that the Right Honourable the Governor in Council has perused with great pleasure Sir Hugh Rose's report of these operations, by which an important service has been rendered to the State, and that his Lordship in Council has derived gratification from the favourable mention made by Sir Hugh Rose of the services of Brigadier C. Steuart and the following officers and private:—

Lieutenant-Colonel Turnbull, Artillery.  
Major Boileau, Madras Engineers.  
Captain Forbes, 3rd Light Cavalry.  
Captain Lightfoot, Artillery.  
Captain Hare, Hyderabad Contingent.  
Lieutenant Westmacott, Hyderabad Contingent.  
Lieutenant Moore, 3rd Light Cavalry.  
Lieutenant Quartermaster Thompson, Artillery,  
H.C.  
Private Davies, 3rd European Regiment.

I have, &c.

H. L. ANDERSON,  
Secretary to Government.

No. 9.

*The Adjutant-General of the Army to the Secretary to Government.*

SIR, *Bombay, March 17, 1858.*

IN continuation of my previous communications, Nos. 2133 and 2288, dated respectively the 9th and 13th instant, I am directed by the Commander-in-Chief to transmit, for submission to the Right Honourable the Governor in Council, the enclosed letter (without date), from Major-General Sir Hugh Rose, K.C.B., Commanding Central India Field Force, detailing his proceedings subsequent to the capture of the fort of Rathgur, and action with the insurgents near the town of Barodia.

2. The operations of Sir Hugh Rose in the Field, while they have the cordial approval of the Commander-in-Chief, will doubtless be most satisfactory to His Lordship in Council, as the success which has attended them must have the most beneficial effect in tranquillizing a district which has been so long in the hands of the rebels.

3. The Lieutenant-General Commanding in Chief has desired me to submit, in the margin of this letter,\* the names of officers prominently brought to notice by Sir Hugh Rose, and to beg that the Right Honourable the Governor in Council will be pleased to bring their conduct prominently to the notice of the Honourable Court of Directors.

4. The Major-General will be directed to constitute a Court of Inquiry, under the provisions of Act 273, section XXXIX., of Jameson's Code, with the view of ascertaining if the native officer

\* Third European Regiment—Lieutenant-Colonel Liddell and Captain Campbell; 3rd Light Cavalry—Captain Forbes; Staff—Captain Wood, Captain Macdonald, and Captain Rose.

and men alluded to in the 13th and 14th paragraphs of his despatch are entitled to admittance to the distinction of the Order of Merit.

I am, &c.

EDWARD GREEN, Colonel,  
Adjutant-General.

No. 10.

*Extract of a Letter, dated 20th March, 1858,  
from the Adjutant-General of the Army, to  
the Major-General Commanding Central India  
Field Force.*

HIS Excellency has perused your despatch with much satisfaction, and I have been commanded to recommend to the especial notice of Government, the conduct of all the troops on the occasion (Barodia), also to bring prominently forward the officers, non-commissioned officers, and private named by you, as having distinguished themselves in action with the enemy.

I am to convey to you the cordial thanks of the Commander-in-Chief for the very valuable services you are performing; and to request you will notify to the officers, non-commissioned officers, and soldiers, European and native, that their gallant and excellent conduct is fully remembered and heartily acknowledged by the Government and the Commander-in-Chief.

No. 11.

*Resolution by the Governor of Bombay in Council,  
dated March 22, 1859.*

THE Right Honourable the Governor in Council entirely concurs in the cordial approval of Sir Hugh Rose's operations near the town of Barodia, and will have great pleasure in bringing his services and those of the officers mentioned in his despatch, to the favourable notice of the Government of India, and the Honourable the Secret Committee.

*India Office, November 25, 1859.*

THE Secretary of State for India has received the following Minute of the Governor-General of India, giving cover to a Minute of the Governor of Bombay, regarding the Services of Civil Officers and others in Bombay, during the Mutiny, in continuation of that published in the London Gazette of 7th October, 1859:

*Minute by his Excellency the Governor-General of India, dated 17th September, 1859.*

SERVICES OF CIVIL OFFICERS AND OTHERS IN BOMBAY DURING THE MUTINY AND REBELLION.

IN sending this minute of the Governor of Bombay, and the accompanying papers, to the Secretary of State, I desire to express my earnest hope that his Lordship's recommendations of the officers therein named may receive the favourable consideration of Her Majesty's Government.

Lord Elphinstone's enumeration of the services rendered by officers in civil employ in the west of India, will of course carry with it the weight which is due to every recommendation that proceeds from him; but the Government of India would fail in its duty if it did not support those recommendations to the utmost of its authority.

The support which the cause of the British Government in India has received, during the last two anxious years, from the Bombay Government and its officers, stands upon record, and will, I am confident, meet with its just reward. For myself, I shall never cease to remember with admiration the boldness and readiness with which that support was given; but, whilst I entirely concur in the estimate which Lord Elphinstone has formed of the individual services of those who were under the immediate orders of his Government, I must observe that to Lord Elphinstone himself, foremost of them and above them all, is our debt of gratitude due.

I have long ago expressed my sense of the degree to which India is indebted to the patriotic and unselfish aid which came to us from the Governors of the Cape of Good Hope and of the Mauritius—Sir George Grey and Sir James Higinson,—and it only remains for me to declare my entire concurrence in all that Lord Elphinstone and his Council have said on this head.

I cannot doubt that Her Majesty's Government will adequately appreciate the cordial spirit of friendliness which the Governor-General of Portuguese India, the Viscount de Torres Novas, has evinced towards the traditional allies of his country in the time of their difficulty.

CANNING.

September 17, 1859.

*Minute by the Right Honorable the Governor of Bombay, dated the 18th August, 1859.*

THE Governor-General in Council having called upon us for a report upon the claims of persons who have rendered good service to the State, otherwise than in the field, during the late troubles, for transmission to Her Majesty's Secretary of State, I beg to submit the names of those who seem to me best entitled to this distinction.

From the extract from Lord Stanley's letter of the 1st of June, which has been sent for our information, I perceive that the persons, and the services performed, are to be classified under four different heads:—

- 1st. Civil servants.
- 2nd. Persons unconnected with Government, who have rendered valuable assistance.
- 3rd. Military officers employed on civil duty.
- 4th. Military officers who have rendered service in their military capacity, which, though not such as to render them eligible for promotion, or the distinction of the Bath, is of as high an order as service performed in action against the enemy, and not less worthy of honorable distinction.

Under the first head, I should have placed the name of Sir Bartle Frere, the Commissioner in Sind, but he has already received the thanks of Parliament and the honors of the Bath; it would therefore be a work of supererogation. I beg, however, respectfully, to submit, for the most favorable consideration of Her Majesty's Government, the services of Mr. I. N. Rose. As the chief civil officer in Sattara, Mr. Rose was placed in a position of great difficulty, and in which he was able to render most valuable service.

The annexation of Sattara was far from being popular among the people of that province. The upper classes especially regarded the introduction of British rule with dislike, and all classes of Mahrattas looked with regret upon the extinction of the line of the great freebooter, who delivered them from the Mahometan yoke, and laid the

foundation of that wide-spread confederacy which has been called the Mahratta Empire.

No wonder, then, that the eyes of the disaffected throughout this part of India were turned towards Sattara. The widows of the two last Rajahs, with their adopted sons, had been permitted to occupy the palaces of the Rajah, and to keep up a certain amount of royal state. The disturbances had hardly broken out in the north-west, when Mr. Rose discovered that a plot, for the restoration to the Gudi of the adopted son of the elder branch, had been for some time hatching. Soon afterwards, overtures were made by the conspirators to a sepoy of the 22nd Native Infantry, who was to sound his comrades, and to promise rewards and promotion if the regiment only remained neutral, while all the Europeans at the station (including their own officers), were being murdered.

Mr. Rose immediately took the most vigorous measures, and recommended the removal of the widow and adopted son of the elder Rajah from Sattara. This measure he carried out with great prudence and judgment. The Ranees and her adopted son, with their principal advisers, were arrested and conveyed out of the town, without the people being aware of it; but in the excited state of people's minds, a rescue might have been attempted, and, to prevent this, European escorts had been secretly posted all along the road to Poona; a distance of upwards of 70 miles.

It was afterwards found that the presence of the rival pretender to the Gudi (the adopted son of the last Rajah) encouraged the hopes of the disaffected to our rule; and he and his adoptive mother were also successfully removed from Sattara.

Throughout the whole of the period which intervened between the seizure of Delhi by the mutineers, and recapture of Gwalior by Sir Hugh Rose, there was great excitement in the province of Sattara, and if any outbreak had occurred there, it must have extended to the other Mahratta provinces of this Presidency, and probably to Holkar's and to the Gackwar's States, and we are mainly indebted to Mr. Rose for the frustration of these intrigues, and for the preservation of tranquillity in the Deccan.

Many other civil servants rendered useful service, but the only ones whom it seems to me should be brought to the notice of Her Majesty's Government are Mr. Seton Karr, who, during the early part of the period of disturbance, was Political Agent in the S. M. country, and who, as collector and magistrate of Belgaum, showed great coolness and tact in dealing with the disaffection, which undoubtedly prevailed in that part of the country, and especially in Belgaum itself; and Mr. Chapman, who was wounded in an affair with the Bheels in the neighbourhood of Nassik.

I presume, however, that under the first head should be entered the names of gentlemen, who are in the service of Government, but who are neither military officers nor civil servants, in the ordinary sense of the term. If so, I would beg to bring the meritorious services of Mr. Souter, the Superintendent of Police in Belgaum, and Mr. Forjett, the Deputy Commissioner of Police in Bombay, to the notice of Her Majesty's Government.

In the second category, it does not occur to me that there are any persons in this Presidency who have a claim to be inserted.

I now come to military officers in civil employ. The valuable services of Major General Sir H. Roberts and Brigadier General Le Grand Jacob, as political commissioners in Guzerat, and the Southern Mahratta country, have already been

brought to the notice of Her Majesty's Government, and have been appropriately (though in the case of Brigadier General Jacob inadequately) rewarded with the honors of the 2nd and 3rd class of the Bath.

Sir Richmond Shakespear, who succeeded General Roberts as political commissioner (on the latter assuming the command of the Rajpootana Field Force) is also deserving of the favourable consideration of Her Majesty's Government. The disarmament of the eastern portion of Guzerat was successfully carried out under his directions, and it is impossible to say how much this salutary measure may have contributed to the maintenance of tranquillity when Tantia Topee appeared upon the borders of these disarmed districts last winter.

The services of Major Merewether, who, during the crisis of 1857, acted as Political Agent on the Sind frontier, also appear to me to deserve the favourable consideration of Her Majesty's Government.

Those of Major Green, who was Political Agent at Kelat, were also doubtless valuable in preventing disturbance upon the frontiers of Sind, but they have been separately brought to the notice of Her Majesty's Government.

Captain Walker, Superintendent of Police at Tanna, who was charged with the suppression of the disturbances in Peint; Major Montgomery, who was Lieutenant of Police at Shikarpoor, when the Native Artillery at that station mutinied; Lieutenant Naylor, who held the same appointment at Hyderabad, and anticipated the outbreak at that station by successfully disarming the Native Artillery by his police; and Captain Graham, who was wounded when co-operating with Brigadier Macan in an attack upon the insurgent Bheels at Shumsherpore; ought also in my opinion to have their names brought to the notice of the Secretary of State; as ought also Captain Buckle, Assistant Political Agent in the Rewa Kanta, of whose energy and judgment it is difficult to speak too highly.

I now come to the last category. Military officers who have rendered good service in their military capacity, otherwise than in the field.

I presume that naval officers are included under this head, and, if so, I beg to bring to the notice of the Secretary of State the valuable assistance which this Government received from Commodore Wellesley, C.B., Commander-in-Chief of the Indian Navy, and the good services rendered by Lieutenants Chitty and Sweeny, of the Indian Navy, in conveying the different detachments of European troops down the coast, at the height of the monsoon, by which movement, under Providence, the peace of the S. M. country and of this presidency, was preserved. Those of Captain Jenkins, C.B., who proceeded to the Cape and the Mauritius with letters to the Governors of those colonies, asking for assistance, may also be considered worthy of being brought to the notice of Her Majesty's Government.

Among military officers the name of Colonel Davidson, Commissary-General, has upon a former occasion been brought to the favourable consideration of Her Majesty's Government, Major Kane, who organized the transit train to Mhow, and who accompanied Sir Hugh Rose into the Stapooras when he was endeavouring to intercept Tantia Topee; Major Taylor of the 2nd Cavalry, who was wounded in arresting the mutineers, who tried to excite the Guzerat Horse to raise the green flag, and declare for the rebel cause; Captain Birch, Candeish Bheel Corps, who, with a company of his Bheels, disarmed an equal force of the 4th Infantry, Gwalior Contingent, at Boorbaumpoor,

and who also performed most gallant service against the insurgent Bheels and Walayteés, at Amba Panee; should also be brought to the notice of the Secretary of State.

The gallant services of Lieutenant-Colonel Malcolm and Lieutenant Kerr, of the S. M. Horse, have already been recognized by Her Majesty's Government; and those of Lieutenant Macauley, of the Sind Horse, who commanded the Belooch Levy, in Rajpootana, have been recommended to the Government of India for recognition.

I have now enumerated the names of those officers, civil and military, who appear to me to have the greatest claims upon the favourable consideration and the notice of Her Majesty's Government. I feel that, when so many officers have done good service, the task of selecting some for rewards and distinction must always be a difficult and an invidious one. I have endeavoured to perform it impartially and carefully.

I cannot, however, conclude this minute without adverting to the invaluable assistance which I have at all times received from my honourable colleagues, including Mr. Lumsden, who has since left the service, to whom I was indebted for many excellent suggestions, and whose foresight and appreciation of the nature of the crisis were truly remarkable; and from the Secretary to Government. I would take this opportunity of specially recommending to the favourable consideration of Her Majesty's Government the services of Mr. H. L. Anderson, Secretary in the Political, Secret, and Judicial Departments, whose labours during the last two years richly deserve some recognition.

Those of Colonel Melvill, Secretary in the Military and Naval Departments, have been already brought to the notice of Her Majesty's Government, with a recommendation that the distinction of the Bath may be conferred on him.

I trust also that I may be pardoned if I venture to draw the attention of the Government of India, and of Her Majesty's Government, to services rendered in the suppression of the rebellion by some high officers unconnected with this presidency, and indeed altogether independent of the Government of India.

No one on this side of India is likely to have forgotten the relief which was experienced when the 33rd Regiment and Captain Bolton's company of Royal Artillery arrived at Bombay. We had just heard of the mutiny of the 27th Native Infantry at Kolapore,—the state of the S. M. country was daily becoming more critical,—the European troops in the garrison of Bombay were less than 300 strong. At this moment, the arrival of an entire European regiment, and of 50 artillerymen, was of incalculable value. It enabled us to send off the whole of the European troops in garrison to Kolapore and Belgaum.

The arrival of the 33rd was followed (about a month afterwards) by that of the 89th from the Cape of Good Hope, which was immediately despatched to Guzerat, which, up to that time, had been almost without European troops. Other regiments and batteries of artillery were subsequently sent from the Cape of Good Hope, some of which, if I am not mistaken, had the honour of forming part of the force which relieved Lucknow. For these most opportune reinforcements, we were indebted to the Governors of Mauritius and of the Cape, Sir James Higginson, and Sir George Grey.

It is worthy of remark that, when Sir James Higginson despatched the first reinforcement of six companies of the 33rd, and 50 men of the Royal Artillery, he only retained two companies

of infantry for the protection of the island; those two companies he sent on as soon as the 4th Foot arrived at the Mauritius, and, upon a second application from this Government, he again sent us a wing of the latter regiment. It is impossible, I think, for any man to have done more than Sir James Higginson did, and I should sincerely rejoice, if his conduct upon this occasion was rewarded by some conspicuous mark of the approbation of Her Majesty's Government.

Sir George Grey's hearty and efficient assistance calls also, I venture humbly to think, for some recognition.

I may be forgiven for stating a fact which was related to me by Captain Jenkins, who was sent with the letters which we addressed to the Governors of the Mauritius and the Cape, by one of the steamers which we engaged for the conveyance of troops from those colonies. I had suggested that, if possible, artillery horses might be sent with the artillerymen from the Cape. There was a difficulty in getting a sufficient number of trained and serviceable horses, and Sir George Grey actually sent his own carriage horses to make up the quota.

Having ventured to mention the great and invaluable assistance rendered to the Government of India by two high officers independent of it, I hope that I may be permitted to allude to the cordial and friendly co-operation which this Government has received, throughout the disturbances, from His Excellency the Governor-General of Portuguese India, the Viscount de Torres Novas. I believe that it is not generally known that, in permitting British troops to land at Goa during the Monsoon of 1857, His Excellency was acting in opposition to his Council, and in violation of the Portuguese laws. He did not tell me so at the time; but, in a private letter which I received from him some months ago, he mentioned that his conduct had been approved by the King's Government, and that a bill of indemnity had been passed, absolving him from any penalties he might have incurred. I think this fact sufficiently shows the friendly disposition which has marked the conduct of the present Governor-General of Portuguese India, which has been further manifested in the operations against the Phoon Sawunts, and in the transportation of these rebels (as well as of some of the Peint insurgents who sought refuge in the Demaun territory) to the Portuguese penal settlement of Timor.

ELPHINSTONE.

18th August, 1859.

Whitehall, November 28, 1859.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting unto Walter Aston Blount, Esquire, Chester Herald, the office of Norroy, King of Arms and Principal Herald of the north parts of England, vacant by the promotion of Robert Laurie, Esquire, to the office of Clarenceux, King of Arms.

Downing-Street, November 29, 1859.

The Queen has been pleased to appoint Dr. David Shier to be Medical Inspector of Estates' Hospitals in the Colony of British Guiana.

(1509.)

Board of Trade, Whitehall,  
November 28, 1859.

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, from the Secretary of State for Foreign Affairs, a copy of a despatch from Her Majesty's Consul at Lisbon, enclosing a copy of a Portuguese Royal Order, imposing a fine equal to the amount of Port Charges, upon the Masters of Vessels arriving in Ballast from ports where there is a Portuguese Consul or Vice-Consul, and neglecting to present a certificate of the quality and quantity of the Ballast on board their vessels.

War-Office, Pall-Mall,  
29th November, 1859.

7th Regiment of Light Dragoons, Captain John Gore, from the 10th Light Dragoons, to be Captain, vice Pedder, who exchanges. Dated 29th November, 1859.

10th Light Dragoons, Captain Richard Newsam Pedder, from the 7th Light Dragoons, to be Captain, vice Gore, who exchanges. Dated 29th November, 1859.

Military Train, Lieutenant John Taylor to be Adjutant, vice Lieutenant Sweeny, promoted Second Captain Coast Brigade of Artillery. Dated 29th November, 1859.

Ensign Alexander M'Donald to be Lieutenant, without purchase, vice Sweeny, promoted Second Captain Coast Brigade of Artillery. Dated 29th November, 1859.

Coldstream Guards, Lieutenant and Captain and Brevet-Major Gerald Littlehales Goodlake to be Captain and Lieutenant-Colonel, by purchase, vice Newdigate, who retires. Dated 29th November, 1859.

Ensign and Lieutenant the Honourable Edward Henry Legge to be Lieutenant and Captain, by purchase, vice Goodlake. Dated 29th November, 1859.

Cornet Charles Walter Lee-Mainwaring, from the 5th Dragoon Guards, to be Ensign and Lieutenant, by purchase, vice the Honourable Edward Henry Legge. Dated 29th November, 1859.

5th Regiment of Foot, Lieutenant Frank Astley Cubitt to be Captain, by purchase, vice Grahame, who retires. Dated 29th November, 1859.

Lieutenant Arthur Edward Flood, from the 61st Foot, to be Lieutenant, vice Sewell, who exchanges. Dated 29th November, 1859.

6th Foot, Ensign Patrick Albert Howley to be Lieutenant, by purchase, vice Lawrell, promoted. Dated 29th November, 1859.

8th Foot, Surgeon Francis Charles Annesley, having completed twenty years' full pay service, to be Surgeon-Major, under the Royal Warrant of 1st October, 1858. Dated 17th September, 1859.

10th Foot, Lieutenant Henry Rudkin Vigors to be Captain, by purchase, vice the Honourable Alfred Bury, who retires. Dated the 29th November, 1859.

Ensign Richard Johnson to be Lieutenant, by purchase, vice Vigors. Dated 29th November, 1859.

11th Foot, Ensign Frederick Dudley Walker to be superseded, being absent without leave. Dated 29th November, 1859.



**12th Foot**, Lieutenant John William Lloyd, from the 2nd West India Regiment, to be Lieutenant, vice Reade, who exchanges. Dated 29th November, 1859.

Surgeon Dudley Clifton Wodsworth, from the Staff, to be Surgeon, vice George, appointed to the Staff. Dated 29th November, 1859.

**17th Foot**. The second Christian name of Ensign Wood is *Gathorne*, and not *Gaythorne*, as stated in the Gazette of the 28th ultimo.

**18th Foot**, Lieutenant Hugh Shaw to be Adjutant, vice Kemp promoted. Dated 29th November, 1859.

**19th Foot**, Lieutenant Charles James Forbes Smith to be Instructor of Musketry, vice Captain William J. Foster, ordered to join his Company on promotion. Dated 16th November, 1859.

**25th Foot**, Brevet-Major Samuel Hill Lawrence, from the 32nd Foot, to be Captain, vice Cunyng-hame, who exchanges. Dated 29th November, 1859.

**28th Foot**, Ensign Thomas Horniblow to be Lieutenant, without purchase, vice McCormack killed in action. Dated 7th October, 1859.

**31st Foot**, Lieutenant Ralph Leeson to be Captain, by purchase, vice Temple, who retires. Dated 29th November, 1859.

**32nd Foot**, Captain Edward Augustus Thurlow Cunyng-hame from the 25th Foot, to be Captain, vice Brevet-Major Lawrence who exchanges. Dated 29th November, 1859.

**35th Foot**, Surgeon James Walker Chambers, M.D., having completed twenty years' full-pay service, to be Surgeon-Major, under the Royal Warrant of 1st October, 1858. Dated 4th October, 1859.

**46th Foot**, Surgeon Edward Touch, M.D., from the Staff, to be Surgeon, vice Webb, appointed to the Staff. Dated 29th November, 1859.

Assistant-Surgeon William Venour, from the Staff, to be Assistant-Surgeon, vice Woolhouse, appointed to the Staff. Dated 29th November, 1859.

The Second Christian name of Ensign Estridge, is *Whatley* and not *Watley*, as stated in the Gazette of the 30th September, 1859. Dated 29th November, 1859.

**49th Foot**, Edgar Lonsdale, Gent., to be Ensign, by purchase, vice Fordyce, promoted. Dated 29th November, 1859.

**58th Foot**, Assistant-Surgeon William Barry, from the Staff, to be Assistant-Surgeon, vice Snell, appointed to the Staff. Dated 29th November, 1859.

**60th Foot**, Lieutenant David G. N. Watts-Russell to be Captain, by purchase, vice William Douglas Phelps, who retires. Dated 29th November, 1859.

**61st Foot**, Lieutenant Samuel F. Sewell, from the 5th Foot, to be Lieutenant, vice Flood, who exchanges. Dated 29th November, 1859.

**63rd Foot**, Lieutenant Richard William Barnardiston Crowther to be Instructor of Musketry. Dated 23rd October, 1859.

**75th Foot**, Assistant-Surgeon Robert Woods, from the Staff, to be Assistant-Surgeon, vice Whylock, appointed to the Staff. Dated 29th November, 1859.

**85th Foot**, Frederick Willock Garnett, Gent., to be Ensign, by purchase, vice Brebner, appointed to the 79th Foot. Dated 29th November, 1859.

**94th Foot**. The promotion of the undermentioned Officers to the rank of Lieutenant to be antedated, as follows :

Lieutenant Charles Butler to the 14th March, 1859.

Lieutenant William Fermor Godfrey to the 13th April, 1859.

**98th Foot**, Assistant-Surgeon Samuel Archer, from the Staff, to be Assistant-Surgeon, vice Sparrow, who exchanges. Dated 5th September, 1859.

**1st West India Regiment**, Lieutenant William Alexander Dobie to be Captain, by purchase, vice Tunstall, who retires. Dated 29th November, 1859.

**2nd West India Regiment**, Lieutenant George William Reade, from the 12th Foot, to be Lieutenant, vice Lloyd, who exchanges. Dated 29th November, 1859.

#### DEPOT BATTALION.

Captain Patrick Geraghty, 20th Foot, to be Instructor of Musketry, in succession to Captain Carden, 77th Foot, who has rejoined the Depot of his Regiment. Dated 7th November, 1859.

#### HOSPITAL STAFF.

Surgeon Duncan Donald McCay McDonald, having completed twenty years' full-pay service, to be Surgeon-Major, under the Royal Warrant of 1st October, 1858. Dated 4th October, 1859.

Surgeon Robert Villiers George, M.D., from the 12th Foot, to be Surgeon, vice Wodsworth, appointed to the 12th Foot. Dated 29th November, 1859.

Surgeon Vere Webb, from the 46th Foot, to be Surgeon, vice Touch appointed to the 46th Foot. Dated 29th November, 1859.

Assistant-Surgeon Watkin Sandom Whylock, M.D., from the 75th Foot, to be Assistant-Surgeon to the Forces, vice Woods, appointed to the 75th Foot. Dated 29th November, 1859.

Assistant-Surgeon William Snell, from the 58th Foot, to be Assistant-Surgeon to the Forces, vice Venour, appointed to the 46th Foot. Dated 29th November, 1859.

Assistant-Surgeon George Evans (Supernumerary in the 9th Light Dragoons) to be Assistant-Surgeon to the Forces, vice Barry, appointed to the 58th Foot. Dated 29th November, 1859.

Assistant-Surgeon John Sparrow, from the 98th Foot, to be Assistant-Surgeon to the Forces, vice Archer, who exchanges. Dated 5th September, 1859.

#### CHAPLAIN'S DEPARTMENT.

The Commission of the Reverend Francis Cannon, Chaplain of the Fourth Class, to bear date the 2nd March 1855, instead of the 8th April, 1855, as stated in the Gazette of the 18th January, 1859.

#### BREVET.

Captain William Jenny Pengelley, retired full-pay Royal Marines, to have the honorary rank of Major, under Her Majesty's Order in Council of the 13th November, 1858. Dated 29th November, 1859.

*Admiralty, 26th November, 1859.*

*Corps of Royal Marines.*

MEMORANDUM.

The surname of the Second Lieutenant, mentioned in the Gazette of the 25th November, 1859, is *Sweeny*, not *Siveny*.

*Commission signed by the Queen.*

*1st Royal Cheshire Militia.*

Edward Charles Hicks, Gent., to be Quartermaster. Dated 23rd September, 1858.

*Commission signed by the Queen.*

*2nd Regiment Royal Cheshire Militia.*

Captain Thomas Fitzgerald to be Quartermaster, vice Barnes, deceased. Dated 21st January, 1859.

*Commissions signed by the Lord Lieutenant of the County of Sussex.*

*Artillery Battalion of the Royal Sussex Militia.*

Donald Wyatt Frazer, Gent., to be Second Lieutenant, vice Borrer, resigned. Dated 19th November 1859.

*1st Sussex Artillery Volunteer Corps.*

Lieutenant-Colonel Joseph Estridge to be Captain. Dated 19th November, 1859.

*Commission signed by the Vice-Lieutenant of the East Riding of the County of York, and the Borough of Kingston-upon-Hull.*

*East York Rifle Volunteers.*

*1st Company.*

John Cooke, Gent., to be Lieutenant. Dated 24th November, 1859.

*2nd Company.*

Anthony Bannister, Esq., to be Captain. Dated 24th November, 1859.

William Thomas White, Gent., to be Lieutenant. Dated 24th November, 1859.

Frederic Fearnley Ayre, Gent., to be Ensign. Dated 24th November, 1859.

*Commissions signed by the Lord Lieutenant of the County of Hertford.*

*1st Hertfordshire Rifle Volunteers.*

The Right Honourable the Earl Cowper to be Captain. Dated 22nd November, 1859.

William Robert Baker, Gent., to be Lieutenant. Dated 22nd November, 1859.

The Honourable Henry Frederick Cowper to be Ensign. Dated 22nd November, 1859.

*South Herts Yeomanry Cavalry.*

Horace James Smith, Gent., to be Captain, vice Sir Henry Meux, Bart., resigned. Dated 26th November, 1859.

*Commission signed by the Lord Lieutenant of the County of Norfolk, and of the City and County of the City of Norwich.*

*1st Company of Norfolk Artillery Volunteers.*

John Stephenson, Esq., M.D., to be Honorary Surgeon. Dated 23rd November, 1859.

*Commissions signed by the Lord Lieutenant of the County Palatine of Chester.*

*6th Company of Cheshire Volunteer Rifles.*

Richard Brooke, late Lieutenant 1st Life Guards, to be Captain. Dated 25th November, 1859.

John Ireland Blackburne, late Lieutenant Honourable East India Company's service, to be Lieutenant. Dated 25th November, 1859.

*Whitehall, November 19, 1859.*

The Lord Chancellor has appointed George Smith, of Salisbury, in the county of Wilts, Gentleman, to be a Commissioner to administer oaths in the High Court of Chancery in England.

COURT OF EXCHEQUER.

*Michaelmas Term, 23rd Victoria,*

*Friday, the 25th day of November, 1859.*

THIS Court will hold a Sitting on Wednesday the 7th day of December next, and will at such Sitting proceed in giving judgment in all matters then standing for judgment.

*Fred. Pollock.*

*G. Bramwell.*

*W. H. Watson.*

*W. F. Channell.*

NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.

*Department of the Accountant-General of the Navy, Admiralty, Somerset-House, November 25, 1859.*

NOTICE is hereby given to the Officers, Seamen and Marines, and to all persons interested therein, that the distribution of proceeds received and tonnage bounty awarded for the brigantine, Name Unknown, captured on the 9th October, 1857, by Her Majesty's ship *Vesuvius*, and her tender *Brune*, will commence on Monday the 12th December, 1859, in the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset-House."

Agents and other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share of any captor, serving in the above-named ships, are requested to present the same at this office.

Any Officer, Seaman, Marine, or other person, who may desire to receive his share from the Collector of Customs or of Inland Revenue within the United Kingdom, is required to intimate the same by letter to be addressed "On Prize Business, to the Secretary of the Admiralty, London,"—in which letter his own place of residence is to be precisely stated, as well as the place of the nearest Collector of Customs, or of Inland Revenue, from whom it would be convenient to receive such share of prize money.

## South London Railways.

(De Winton's Line.)

(Incorporation of Company; Construction of Railways to connect the West-End and Crystal Palace and South-Western Railways with the London, Brighton, and South-Coast Railway, South-Eastern and North Kent Railway; Power to make working and traffic arrangements with other Companies; Use of Stations, &c.; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railways hereinafter described, or some or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences, and to confer upon the intended Company (hereinafter called "The Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them; that is to say:

No. 1.—A railway commencing by a junction with the South Western Railway, in the parish of St. Mary, Lambeth, in the county of Surrey, at or near a point on the East side of the said South Western Railway, two chains or thereabouts to the North East of Mile-street, where the said street is crossed by the said railway, and terminating at or near the London Bridge Terminus of the London, Brighton, and South Coast Railway, in the parishes of St. Olave and St. Thomas, Southwark, or one or other of them, in the county of Surrey, and powers will be taken by the said intended Bill, to alter, widen, or extend the London, Brighton, and South Coast Railway; the South Eastern Railway; and the North Kent Railway, and the Greenwich Railway, of the South Eastern Railway Company; and any or either of them, where necessary, to afford accommodation for the traffic of the said intended railway to the London Bridge Terminus; and for that purpose to take lands and houses compulsorily or by agreement.

No. 2.—A railway commencing in the parish of Lambeth, in the county of Surrey, by a junction with the intended railway No. 1, hereinbefore described, at a point on the west side of the Clapham-road, situated between Albert-square, and Portland-place North, and at a distance of two chains and 30 links or thereabouts, from Portland-place North aforesaid, and terminating in the parish of Battersea, otherwise Saint Mary, Battersea, in the said county, by a junction with the West-End and Crystal Palace Railway, at a point at or near to the north-west end of Stewart's-lane, situated between the South-Western Railway and the Battersea-road-bridge, which crosses the West-End and Crystal Palace Railway, at Stewart's-lane aforesaid.

No. 3.—A railway commencing in the parish of Saint Giles, Camberwell, in the county of Surrey, by a junction with the said intended Railway No. 1, at a point at or near to the west side of Myatt's-road, and terminating in the parish of Battersea, otherwise Saint Mary, Battersea aforesaid, by a junction with the South-Western, and West-End and Crystal Palace Railways, at or near to Falcon-Bridge.

No. 4.—A railway commencing in the parish of Saint Giles, Camberwell, in the county of Surrey, by a junction with the said intended railway No. 1, at or near to St. Mary's-road, and terminating in the parish of Saint Paul, Deptford, in the county of Kent, by a junction with the North Kent Rail-

way of the South-Eastern Railway Company, at a point at or near the bridge crossing the North Kent Railway, 13 chains or thereabouts south-east of the George-street Bridge, crossing the said railway.

Which said several intended railways and works will be made or pass from, in, through or into the several parishes, townships, extra-parochial and other places following or some of them viz. : Battersea, otherwise Saint Mary Battersea, Clapham, Holy Trinity Clapham, Saint Paul Clapham, Lambeth, Saint Mary Lambeth, Saint Mark's Kennington, Camberwell, Saint Giles Camberwell, Peckham, Hatcham, Saint James Hatcham, Saint Paul Deptford, Saint Mary Rotherhithe, otherwise Redriffe, Saint Mary Magdalen Bermondsey, Saint John Horseleydown, Saint Olave Southwark, Saint Thomas Southwark, in the county of Surrey; Hatcham, Saint James Hatcham, Saint Paul and Saint Nicholas Deptford and Lewisham, in the county of Kent.

To cross, divert, alter, or stop up, temporarily or permanently, all such turnpike-roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, towing-paths, bridges, railways and tramroads within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purpose of the said railways and works, or any or either of them.

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of such railways and works or any or either of them, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To levy tolls, rates and duties upon or in respect of the intended railways and works; and to confer exemptions from the payment of such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

It is also intended by the said Bill to empower the Company, their lessees and assigns, officers and servants, to pass into, through, and over, and to work, use with engines and carriages, and for the purposes of their passengers and traffic of all descriptions, the Vauxhall Station and Waterloo Station, on the South-Western Railway, the Battersea or Pimlico Station, on the West End and Crystal Palace Railway, the Victoria Station, and Pimlico Railway, Pimlico, the Stations at London-bridge, belonging to the London, Brighton, and South Coast, and South-Eastern Railway Companies, and so much of the lines of these respective railways as may be necessary for the purposes aforesaid; together with the roads, approaches, platforms, sidings, water, watering-places, water-engines, and other works and conveniences connected therewith; and also to empower the Company to alter, widen, and enlarge all or either of the said stations and lines of rails where necessary, for the purposes of their passengers or traffic, and to require the South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the South-Western Railway Company, and the West-End and Crystal Palace Railway Company, to afford facilities for these purposes, upon such terms as may be agreed upon or by arbitration; and to enable the Company to levy tolls, rates, and duties upon or in respect of the traffic conveyed by them through or into these stations, or either of them, and over the said lines, or either of them.

And it is also intended by the said Bill to empower the South-Eastern Railway Company, the

London, Brighton, and South-Coast Railway Company, the South-Western Railway Company, and the West-End and Crystal Palace Railway Company, or any or either of them, and "the Company." to enter into and carry into effect, contracts and arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of the intended railways and works, or any of them, or any part thereof: and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, collection, payment, division and distribution of the tolls and other income and profits arising therefrom, and payments and contributions to be made by any or either of the contracting Companies, and the employment of officers and servants; and also to empower the before-named Railway Companies, or any or either of them, to take and hold shares in, and subscribe towards the undertaking of the Company, or any part thereof, to appoint Directors of the Company, and to raise further capital for the purposes aforesaid by the creation of new shares or stock in their undertakings or otherwise.

It is also intended to incorporate with the said Bill, "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" and "The Railway Clauses Consolidation Act, 1845," or some part or parts thereof.

And so far as necessary for carrying into effect all or any of the above objects it is intended to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several Acts of Parliament relating to the South-Eastern, the London, Brighton, and South Coast, the South-Western, and the West-End and Crystal Palace Railway Companies.

And notice is hereby further given, that on or before the 30th day of November current, maps, plans, and sections describing the directions, lines, and levels of the said intended railways and works, and the lands and houses which may 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 the occupiers of such lands and houses, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office in Maidstone, in the said county, and with the Clerk of the Peace for the county of Surrey, at his office, in Lambeth, in the said county; and that on or before the said 30th of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows, that is to say, in the case of parishes with the Clerk of the District Boards of parishes, with the vestry clerk, and the parish clerk, or some one of them, at his or their residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, or with some or one of the aforesaid clerks in the like manner.

And notice is hereby also given, that printed copies of the Bill relating to the objects aforesaid will be deposited on or before the 23rd day of December, 1859, in the Private Bill Office of the House of Commons.

Dated the 11th day of November, 1859.

*Duncan M'Lauchlan*, 9, John-street, Adelphi.

Coggeshall and Kelvedon Junction Railway.

(Incorporation of Company; Powers to make Railway; Powers of Sale; Lease or Working Arrangements to and with the Eastern Counties Railway Company; Power to Eastern Counties Railway Company to subscribe to the Undertaking; Purchase of Lands; Lease of Lands; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company, and to enable such Company to make and maintain the railway hereinafter described, together with all necessary and proper stations, works, conveniences, and approaches connected therewith, that is to say:—

1. A railway commencing by a junction with the rails of the Eastern Counties Railway at a point on the down line of the said railway, 176 yards or thereabouts, measured westwardly from the west end of the Goods Shed at the Kelvedon Station of the said railway in the parish of Kelvedon, passing thence from, through, or into the parishes, townships, and extra-parochial places of Kelvedon, Feering, Little Coggeshall, and Great Coggeshall, all in the county of Essex, and terminating in the said parish of Great Coggeshall, in or near a field or close of land belonging to Thomas Chalk Swinborne, Esquire, and in the occupation of Jonathan Leatherdale, and known as Swinborne's Meadow.

And it is intended by the said Act to confer upon the Company to be thereby incorporated, powers for all or some of the following purposes, that is to say—

To form a junction or junctions with the rails of the Eastern Counties Railway, at the proposed point of junction therewith, and otherwise to interfere with that railway and the works thereof respectively.

To deviate from the line of the said intended railway to such extent as shall be laid down on the plans thereof, to be deposited as hereinafter mentioned.

To cross on the level several turnpike roads, public highways and other roads, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, public highways, and other roads, streets, bridges, works, rivers, streams, sewers, drains, and railways, within the said parishes, townships, and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said proposed railway and works, or any of them.

To purchase compulsorily, or by agreement, or otherwise to acquire the lands and houses required for the purposes of the said intended railway, and the works connected therewith, and to vary or extinguish all rights and privileges in any manner connected with such lands and houses, or which would in any manner interfere with the construction, maintenance, and use of the said railway and works, or any of them.

To accept and take any lease or leases, for any term or terms of years, at any rent or rents to be agreed upon, with powers and covenants for renewal or sale and purchase of all or any of the lands and houses required for the purposes of the said intended railway, and the works connected therewith.

To levy tolls, rates, and charges, upon or in respect of the use of the said intended railway and works, and to alter existing tolls, rates, or charges, and to confer such exemptions from the payment of such tolls, rates, and charges, as may be thought

expedient, and to confer, vary, or extinguish other rights, privileges, and exemptions; to raise a joint stock or capital, and borrow money for the purposes of the said undertaking, and to incorporate with and make applicable to the objects of the said intended Act, all or some of the powers and provisions of "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways' Clauses Consolidation Act, 1854," and all other necessary powers and provisions.

And it is intended by the said Act to enable the Eastern Counties Railway Company to contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and to hold shares in the capital of the said intended Company, and to apply their corporate funds for all or any of the said purposes, and to raise additional capital for the purpose, and also to enable the Company to be incorporated by the said Act, and the Eastern Counties Railway Company to enter into and carry into effect such contracts, arrangements, or agreements for the purchase or lease, or otherwise, for the working, management, maintenance, and use by the said Eastern Counties Railway Company of the said intended railway and works; and the regulation, management, working, and direction of the traffic upon or over such intended railway and the railways of the Eastern Counties Railway Company, and for the use on the said intended and other railways, of the engines, carriages, trucks and waggons of the said Eastern Counties Railway Company; and for the payment and also the division or apportionment between the said Companies of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, or maintenance and use; and either entirely, or subject to such deductions or abatements, and after and subject to such applications and appropriations of any parts or portions thereof to any specific or other purposes, or for or in respect of such annual or other payments, or for such other considerations as may be fixed or agreed upon.

And it is intended by the said Act to enable the Company to be thereby incorporated to enter into all necessary arrangements and agreements with any Companies or persons for the working, management, maintenance, and use of the said intended railway.

And it is intended by the said Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the "Eastern Counties Railway Act, 1858," and of the "Eastern Counties Railway (North Woolwich Railway Branches) Act, 1853," and of the "Eastern Counties and Newmarket Railways Arrangements Act, 1852," and also of the several Acts of Parliament next hereinafter mentioned, relating directly or indirectly to the Eastern Counties Railway Company, that is to say, local and personal Acts, 6 and 7 William 4, caps. 103 and 106; 1 and 2 Vict., cap. 81; 2 and 3 Vict., caps. 77 and 78; 3 Vict., cap. 52; 4 Vict., caps. 14 and 24; 4 and 5 Vict., cap. 42; 6 Vict., cap. 28; 7 Vict., caps. 19, 20, and 35; 7 and 8 Vict., caps. 62 and 71; 8 and 9 Vict., caps. 85, 110, and 201; 9 Vict., cap. 52; 9 and 10 Vict., caps. 258, 356, 357, and 367; 10 and 11 Vict., caps. 12, 13, 20, 92, 156, 157, and 158; 15 Vict., caps. 30, 33, 51, 65, 84, and 108; 16 and 17 Vict., caps. 87 and 117; 17 and 18 Vict., caps. 153 and 220; and 19 and 20 Vict., caps. 51, 15, and 76.

And notice is hereby given, that duplicate plans and sections of the said intended railway and works, together with books of reference to such

plans; and a published map, with the intended line of railway delineated thereon, showing the general course and direction thereof respectively; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, in the same county, on or before the 30th day of November, 1859. And that, on or before the said 30th day of November, 1859, 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 railway and works are intended to be made; and a copy of this notice, as published in the London Gazette, will be deposited with the Parish Clerk of each such parish, at his place of abode; and in the case of an extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby given, that on or before the 23rd day of December, 1859, printed copies of the said intended Act will be deposited in the Private Bill Office of the Honourable the House of Commons.

Dated the 8th day of November, 1859.

*Stevens and Beaumont*, Solicitors, Coggeshall.

*Gregory, Gregory, Skirrow, and Rowcliffe*, Parliamentary Agents, 1, Bedford-row, London.

#### Andover and Redbridge Railway.

(Extensions to Berks and Hants Extension Railway, and to Southampton. Alterations, Diversions of Roads.)

**T**HE Andover and Redbridge Railway Company, hereinafter referred to as "The Company," intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill to effect the following, or some of the following, among other purposes:—

To alter and repeal some of the powers and provisions of "The Andover and Redbridge Railway Act," 1858," and to change the name of the Company, and particularly to repeal the sections of the said Act, relating to the branch railway at Redbridge, therein referred to.

To make and maintain the following new lines of railway, with all necessary works, stations, approaches, and conveniences connected therewith, viz.:—

A railway commencing in the parish of Andover, in the county of Northampton, by a junction with the authorised line of the Andover and Redbridge Railway, at or near the spot marked "Twenty-two miles" upon the deposited plans referred to in the said Act, passing thence through or into the parishes and places following, or some of them, that is to say, Andover, Foxcote, Penton Mewsey, Weyhill, Penton Grafton otherwise Weyhill, Appleshaw, Fyfield, and Kimpton, in the county of Southampton, and Luggershall, Collingbourne Ducis, Collingbourne Kingston, Great Bedwin, and Burbage, in the county of Wilts, and terminating in the said parish of Burbage by a junction or junctions with the authorised line of the Berks and Hants Extension Railway at or near a point marked eight miles and five furlongs on the deposited plans of that railway referred to in the "Berks and Hants Extension Railway Act, 1859."

A branch railway, wholly situated in the parish of Andover, and commencing by a junction with the intended railway hereinbefore described, in or near a field called Lord's Ground, belonging to Messrs. William Richard and Thomas Mortimore, and Mrs. Ann Mundy, and occupied by the said Thomas Mortimore, and terminating close to and to the northward of the Andover station of the London and South Western Railway.

A railway commencing in the parish of Nursling, by a junction with the authorised line of the Andover and Redbridge Railway, at or near the point marked as the fifth furlong of that railway upon the said deposited plans, passing through or into the parishes of Nursling and Millbrook, in the county of Southampton, and of All Saints, Saint Michael, Saint John, Holy Rood, and Saint Mary, or some of them, in the town and county of the town of Southampton, and on the foreshore and mudlands of the Southampton water, and terminating near the entrance gates of the Royal Pier at Southampton, in the said parish of Saint Michael.

A branch railway, which will be wholly situate in the said parish of Millbrook, commencing by a junction with the intended railway last hereinbefore described in a piece of land called the First Marsh, belonging to Sir John Barker Mill, Baronet, and occupied by Mr. William Row Sharland, close to the spot where the said intended railway will cross the abandoned portion of the Southampton and Salisbury Canal, and about one furlong eastward of the Redbridge Station of the London and South Western Railway, and terminating at or near the sidings lying to the south of that station.

To alter the mode authorised by the said Act of 1858 of crossing the public carriage road, in the parish of Goodworth Clatford, in the county of Southampton, numbered four on the deposited plans referred to in the said Act, and to authorise the crossing of such road on the level.

To alter and lower the levels of the authorised railway in the parishes of Broughton, Bossington, Houghton, and Kingsomborne, or some of them, in the county of Southampton, between the first furlong and a-half and the sixth furlong of the twelfth mile of the said railway, as shown on the said deposited plans.

To abandon the construction of the branch railway authorised by the Andover and Redbridge Railway Act, 1858, and also to abandon the construction of so much of the main line authorised by that act in the parish of Romsey Extra as is situate between the third mile and fifth furlong and the fourth mile and the fourth furlong shown on the said deposited plans referred to in that act, and instead of the portion of the main line, to make and maintain between the points aforesaid a new or substituted line of railway, which will be wholly situate in the parish of Romsey Extra.

To enable the Company or the trustees of the Whiteparish Romsey and Southampton turnpike-road to stop up and abandon the same road between Ashfield-bridge and the bridge which carries the same road over a mill-stream about 190 yards north of the first turnpike-gate thereon south of the town of Romsey, and to make and maintain a new turnpike-road between the points aforesaid, the road so to be abandoned and the substituted road being both in the parish of Romsey Extra in the county of Southampton, and for this purpose to alter and extend the powers of the act 5 George IV., cap. 83, and the other acts relating to the said trustees and the said road.

To enable the Company to construct a road commencing from and out of the intended turnpike-road, hereinbefore described, at a point distant about 26½ yards, as measured along the said mill-stream, from the end of such new turnpike-road, near Romsey, and terminating in the Romsey and Winchester turnpike-road, opposite, or nearly opposite, to the southern end of the road to the Romsey station of the London and South-Western Railway Company, called the Alma-road, such new road being in the parish of Romsey Extra.

Also, to stop up and abandon as a public road so much of the existing parish road leading from Lee to Romsey as is situate between a point at or near the site of Lee House, and the point where such road joins the beforementioned Whiteparish Romsey and Southampton turnpike road. Also, in like manner, to stop up and abandon as a public road so much of the existing parish road as lies between the east side of the Andover and Redbridge Canal and the beforementioned road leading from Lee to Romsey, and, instead of the road so stopped up, to make a new road in the said parish of Romsey Extra, commencing at or near the principle entrance to Noves' Charity Farm, and terminating by a junction with the existing road leading from Lee to Ashfield, three hundred and fifty yards, or thereabouts, measured along the said road, south west of Lee Bridge.

To enable the Company to raise additional capital by shares and by borrowing, and to attach to the shares, or to some of the shares, so to be raised any preference or priority of dividend, or any other advantage which the Bill may define.

To authorise the purchase of lands and houses, compulsorily, for the purpose of the intended railway, roads, and other works, and the levying of tolls, rates, and charges in respect thereof, and to vary and extinguish all existing rights and privileges which may interfere with the attainment of any of the objects of the Bill, and to incorporate with the Bill all or some of the provisions of the Lands Clauses Consolidation Act, 1845, and of the Railways Clauses Consolidation Act, 1845.

To enable the Company and the commissioners, boards, or other bodies or persons in whom the quays, docks, and piers, and the highways at Southampton may be vested, to enter into and fulfil agreements with respect to the construction, by the Company, of any new tramways or railways; and the management, maintenance, and use by the Company, or by any persons working or using their undertaking of any existing tramways or railways on the said quays, docks, and piers and highways; and the Bill will, for this and other purposes, alter and extend the power of the Acts 43 Geo. III., cap. 21; 5 Geo. III., cap. 168; 1 and 2 Wm. IV., cap. 1; and 1 and 2 Vic., cap. 63.

On or before the 30th November, 1859, duplicate plans and sections of the said intended railways, roads, and other works, together with the book of reference to the said plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands and properties shown thereon, and a published map showing the direction of the said intended new lines of railway, together with a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the town and county of the town of Southampton, at his office in Southampton; with the Clerk of the Peace for the county of Southampton, at his office at Winchester; and with the Clerk of the Peace for the county of Wilts, at his office at Wilton;



and copies of so much of the said plans, sections, and book of reference as relates to each parish, and a copy of this notice, will be deposited for public inspection with the parish clerk of each parish at his place of abode, and in case of extra-parochial places will be deposited with the parish clerk of some parish adjoining such places.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 10th day of November, 1859.

*Thomas Lamb, Andover.*

*Deacon and Pearce, Southampton.*

*W. T. Manning, 20, Great George-street, Westminster.*

#### Chard Railway.

(Incorporation of Company; Construction of Railway and Tramroad; Arrangements with the London and South-Western Railway Company.)

**N**OTICE is hereby given, that it is intended to apply to Parliament, in the ensuing session, for leave to bring in a bill to incorporate a Company, and to confer upon that Company all or some of the following, among others powers:

To make and maintain a railway from the authorised line of the London and South-Western Exeter Extension Railway to Chard, with all necessary works, stations, approaches, and conveniences connected therewith, and which railway will be wholly situate in the parish of Chard, in the county of Somerset, commencing by a junction or junctions with the authorised line of the London and South-Western Exeter Extension Railway at or near a point marked seventeen miles three furlongs, in the parish of Chard, on the deposited plans of the said railway, and terminating at the town of Chard, in or near a field adjoining the turnpike road leading from Chard to Crewkerne, belonging to William Deane Bath, Esquire, in the occupation of William Midleton, and called Townsend Close.

To make and maintain a tramroad which will be wholly situate in the said parish of Chard, in the county of Somerset, commencing by a junction with the said intended railway at the lastly described terminus thereof at Chard, and terminating at the basin of the Chard Canal at Chard.

To stop up, alter, and divert all such roads, streams, navigations, and railways as may be necessary in the construction and maintenance of the said railway and tramroad.

To purchase, by compulsion or otherwise, all such lands, houses, and other property as may be required in the construction of the said railway and tramroad, or any of the works connected therewith, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the said bill.

To levy tolls, rates, and charges in respect of the said intended railway, tramroad, and works, and to confer certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges, and to alter existing tolls, rates, and charges.

The said Bill will also enable the proposed Company and the London and South-Western Railway Company to enter into mutual working arrangements or agreements with respect to the

working, management, maintenance, and use of the said intended railway, tramroad, and works, and with respect to the receipt and apportionment of the tolls, rates, and charges to be made in respect of the traffic on the said railway and tramroad, and the appropriation and division of the profits derived from the said traffic; and for this purpose the Bill will, if necessary, authorise the appointment of a joint committee or joint committees of the said Companies.

To authorise the London and South-Western Railway Company to subscribe and contribute funds towards the construction and maintenance of the said intended railway and tramroad, and to guarantee to the intended Company such instalments and dividends, annual or other payments, as may be agreed upon between such Companies respectively, and to take and hold shares in the said railway and tramroad, and to apply any capital or funds belonging to them for the purposes aforesaid, and to enable the said Company so to be incorporated to enter into mutual arrangements with respect to the matters aforesaid.

It is further intended to incorporate with the said Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Act, 1845; and the Railways Clauses Consolidation Act, 1845.

For all or any of the purposes of the said Act, but not otherwise, the Act will amend the following Acts, viz.:—4 and 5 Wm. IV. cap. 88; 1 Vic. cap. 71; 1 and 2 Vic. cap. 27; 2 and 3 Vic. cap. 28; 4 and 5 Vic. caps. 1 and 39; 7 and 8 Vic. caps. 5, 63 and 86; 8 and 9 Vic. caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic. caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vic. caps. 75, 85, 87, 89, 125 and 157; 12 and 13 Vic. caps. 33 and 34; 13 and 14 Vic. cap. 24; 14 and 15 Vic. cap. 83; 16 and 17 Vic. caps. 99 and 164; 17 and 18 Vic. caps. 186 and 208; 18 and 19 Vic. caps. 22 and 188; 19 and 20 Vic. cap. 120; 20 and 21 Vic. caps. 18, 24, 72, 121 and 136; 21 and 22 Vic. caps. 56, 58, 67, 89 and 101; 22 Vic. cap. 3; and 22 and 23 Vic. caps. 31, 44, 84, 95 and 134, and any other Act or Acts relating to the London and South-Western Railway Company.

On or before the 30th day of November, 1859, duplicate plans and sections of the intended railway, tramroad and works, together with a book of reference to the said plans, containing the names of the owners, lessees and occupiers of the lands and property shown thereon, and a published map showing the direction of the intended railway, tramroad and works, together with a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office, at Wells, in that county; and a copy of the said plans, sections, and book of reference, and a copy of this notice will be deposited for public inspection with the parish clerk of the parish of Chard, at his place of abode.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next,

Dated this 14th day of November, 1859.

*W. T. Manning, 20, Great George-street, Westminster;*

*Tucker, Son, and Forward, Chard, Solicitors for the Bill.*



AN ACCOUNT of the Total Quantities of each Kind of CORN, distinguishing Foreign and Colonial, imported into the principal Ports of GREAT BRITAIN, (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), and the Rates and Amount of Duty thereon, in the Week ended 23rd November, 1859.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly imported).						Amount of Duty received thereon.						Rates of Duty, (Foreign and Colonial).							
	Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Corn and Grain of all sorts, per quarter.	Meal and Flour of all sorts, per cwt.						
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.			
Wheat & Wheat Flour ... ..	72249	5	5277	5	77527	2	3785	5	4	297	2	11	4082	8	3	}				
Barley & Barley Meal ... ..	47859	6	—		47859	6	2393	0	3	—			2393	0	3					
Oats and Oat Meal ... ..	33250	3	0	5	33251	0	1602	10	3	0	0	5	1602	10	8					
Rye and Rye Meal ... ..	2870	0	—		2870	0	143	10	0	—			143	10	0					
Pease and Pea Meal ... ..	3340	7	9348	2	12689	1	167	1	0	467	8	3	634	9	3			1	0	
Beans and Bean Meal ... ..	7401	6	—		7401	6	370	1	10	—			370	1	10					
Indian Corn and Indian Meal ... ..	7856	2	—		7856	2	392	16	3	—			392	16	3					
Buck Wheat and Buck Wheat Meal ... ..	119	0	—		119	0	5	19	0	—			5	19	0				0	4½
Beer or Bigg ... ..	—		—		—		—			—			—							
	174947	5	14626	4	189574	1	8860	3	11	764	11	7	9624	15	6					

NOTE.—The Quantities of Corn admitted to Home Consumption within the week, were identical with the quantities imported.

Office of the Inspector-General of Imports and Exports, Custom-house, London, 28th November, 1859.

JOHN A. MESSENGER,  
Inspector-General of Imports and Exports.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday the 19th day of November, 1859.

## PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
Andover Bank .. .. .	Andover .. .. .	Heath and Co. ....	9125
Ashford Bank .. .. .	Ashford .. .. .	Jemmett, Pomfret, and Co.....	11940
Aylesbury Old Bank .. .. .	Aylesbury .. .. .	Cobb and Co.....	23659
Baldock Bank and Baldock and Biggleswade Bank .. .. .	Biggleswade.....	Wells, Hogge, and Co. ....	23446
Barnstaple Bank .. .. .	Barnstaple .. .. .	Marshall and Co. ....	7315
Basingstoke and Odiham Bank .. .. .	Basingstoke.....	Seymour, Lamb, and Co. ....	20646
Bedford Bank .. .. .	Bedford .. .. .	Barnard and Co. ....	28810
Bewdley Bank.....	Bewdley .. .. .	Nichols, Baker, and Co. ....	11936
Bicester and Oxfordshire Bank and Oxford Bank .. .. .	Bicester .. .. .	Tubb and Co.....	17717
Birmingham Bank .. .. .	Birmingham .. .	Attwoods, Spooner, and Co.....	22592
Boston Bank .. .. .	Boston .. .. .	Clayton and Co. ....	69835
Boston Bank .. .. .	Boston .. .. .	Gee and Co. ....	13871
Bridgwater Bank .. .. .	Bridgwater .. .. .	J. and J. L. Sealey .. .. .	8140
Bristol Bank .. .. .	Bristol .. .. .	Miles, Miles, and Co.....	25002
Broseley and Bridgnorth and Bridgnorth and Broseley Bank .. .. .	Broseley .. .. .	Pritchards, Boycott, and Co. ....	16283
Buckingham Bank .. .. .	Buckingham .. .. .	Bartlett, Parrott, and Co.....	22355
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank.....	Bury St. Edmunds	Oakes, Bevan, and Co.....	58605
Banbury Bank .. .. .	Banbury .. .. .	J. C. and A. Gillett .. .. .	35667
Banbury Old Bank .. .. .	Banbury .. .. .	Cobb and Son.....	27140
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co. ....	35887
Birmingham Bank .. .. .	Birmingham .. .. .	Lloyds and Co. ....	28789
Bradford Old Bank.....	Bradford, Yorkshire	Harris and Co. ....	12660
Brecon Old Bank .. .. .	Brecon .. .. .	Wilkins and Co. ....	60181
Brighton Union Bank.....	Brighton .. .. .	Hali, and Co. ....	18236
Burlington and Driffield Bank .. .. .	Burlington .. .. .	Harding, Smith, and Co. ....	11796
Bury Saint Edmunds Bank .. .. .	Bury St. Edmunds	Worlledge and Co. ....	2290
Cambridge Bank.. .. .	Cambridge .. .. .	Mortlock and Co. ....	14806
Cambridge and Cambridgeshire Bank	Cambridge .. .. .	Messrs. Fosters .. .. .	43942
Canterbury Bank .. .. .	Canterbury .. .. .	Hammond and Co. ....	32528
Carmarthen Bank .. .. .	Carmarthen .. .. .	David Morris and Sons.....	24796
Chertsey Bank .. .. .	Chertsey .. .. .	La Coste and Son .. .. .	2685
Colchester Bank .. .. .	Colchester .. .. .	Round, Green, and Co.....	14080
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank .. .. .	Colchester .. .. .	Mills, Bawtree, and Co. ....	32385
Cornish Bank, Truro .. .. .	Truro .. .. .	Tweedy and Co. ....	45130
Coventry Bank .. .. .	Coventry .. .. .	Little and Woodcock .. .. .	5294
City Bank, Exeter .. .. .	Exeter .. .. .	Milford and Co.....	18640
Craven Bank .. .. .	Settle .. .. .	Alcocks, Birkbeck, and Co. ....	75293
Chepstow Old Bank .. .. .	Chepstow .. .. .	Snead and Co. ....	8466
Derby Bank .. .. .	Derby .. .. .	W. and S. Evans and Co. ....	11625
Derby Bank .. .. .	Derby .. .. .	Samuel Smith and Co.....	39878
Derby Old Bank and Scarsdale and High Peak Bank .. .. .	Derby .. .. .	Crompton, Newton and Co. ....	25458

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Devizes and Wiltshire Bank.....	Devizes .....	Locke and Co. ....	7983
Diss Bank .....	Diss .....	Fincham and Co. ..	10190
Doncaster Bank and Retford Bank...	Doncaster.....	Cooke and Co. ....	63686
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank..... }	Darlington .....	Backhouse and Co. ....	83006
Devonport Bank.....	Devonport .....	Hodge and Co. ....	7740
Dorchester Old Bank and Dorset- } shire Bank .... }	Dorchester .....	Williams and Co. ....	47875
East Cornwall Bank.....	Liskeard .....	Robins, Foster, and Co. ....	103688
East Riding Bank.....	Beverley .....	Bower and Co. ....	53779
Essex Bank and Bishop's Stortford } Bank .....	Chelmsford .....	Sparrow, Round, and Co.....	41265
Exeter Bank .....	Exeter .....	Sanders and Co. ....	29073
Farringdon Bank and Bank of Wantage	Farringdon .....	Barnes, Medley, and Co. ....	5566
Farnham Bank .....	Farnham .....	James Knight .....	11029
Faversham Bank.....	Faversham .....	Hilton and Co. ....	5060
Godalming Bank.....	Godalming .....	Mellersh and Co. ....	4759
Guildford Bank .....	Guildford.....	Haydons and Co. ....	12706
Grantham Bank .....	Grantham .....	Hardy and Co. ....	28289
Hereford City and County Bank.....	Hereford .....	Matthews and Co... ..	16260
Hull Bank and Kingston-upon-Hull } Bank .....	Hull... ..	Smith, Brothers, and Co. ....	19576
Huntingdon Town and County Bank	Huntingdon.....	Veasey and Co. ....	41689
Harwich Bank .....	Harwich .....	Cox, Cobbold, and Co....	5536
Hertfordshire, Hitchin Bank.....	Hitchin .....	Sharples and Co. ....	31910
Hereford. Ross and Archenfield } Bank, and Ross and Archenfield } Bank .....	Ross .....	Morgan and Co. ....	19070
Ipswich Bank .....	Ipswich .....	Bacon and Co. ....	17385
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank .....	Ipswich .....	Alexanders and Co. ....	56660
Kentish Bank .....	Maidstone .....	Randall, Mercer, and Co. ....	17754
Kington and Radnorshire Bank.....	Kington .....	Davies and Co. ....	25871
Knarborough Old Bank and Ripon } Old Bank.....	Knarborough ...	Harrison and Co. ....	22130
Kendal Bank .....	Kendal.....	Wakefield, Crewdson, and Co...	46491
Longton Staffordshire Bank ..	Longton .....	C. Harvey and Son .....	4996
Leeds Bank.....	Leeds ..	Beckett and Co. ....	52878
Leeds Union Bank .....	Leeds .....	W. Williams, Brown and Co. ...	37446
Leicester Bank .....	Leicester ...	T. and T. T. Paget .....	30422
Lewes Old Bank .....	Lewes .....	Whitfield and Co. ....	28285
Lincoln Bank .....	Lincoln .....	Smith, Ellison, and Co.....	92206
Llandoverly Bank, Lampeter Bank, } and Llandilo Bank .....	Llandoverly .....	D. Jones and Co. ....	31178
Loughborough Bank .....	Loughborough....	Middleton and Cradock .....	7735
Lymington Bank.....	Lymington .....	S. and G. F. St. Barbe.....	3470
Lynn Regis and Lincolnshire Bank ..	Lynn Regis.....	Gurneys and Co. ....	32338
Lyan Regis and Norfolk Bank .....	Lynn Regis.....	Jarvis and Co. ....	18023

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Macclesfield Bank .....	Macclesfield .....	Brocklehurst and Co. ....	15676
Manningtree Bank .....	Manningtree .....	Nunn and Co. ....	3440
Merionethshire Bank .....	Dolgelly .....	Williams and Son .....	8430
Miners' Bank .....	Truro .....	Willyams and Co. ....	17079
Monmouthshire Agricultural and Commercial Bank .....	Abergavenny .....	Bailey and Co. . . . .	26615
Monmouth Old Bank .....	Monmouth .....	Bromage, Snead, and Gosling ...	10843
Newark Bank .....	Newark .....	Godfrey and Riddell.....	23653
Newark and Sleaford Bank, and Sleaford and Newark Bank .....	Sleaford .....	Handley, Peacock, and Co. ....	49215
Newbury Bank .....	Newbury .....	Bunny, Slocock, and Co. ....	16921
Newmarket Bank .....	Newmarket .....	Eaton, Hammond, and Co.....	17165
Norwich Crown Bank and Norfolk and Suffolk Bank .....	Norwich .....	Harveys and Hudsons .....	47922
Norwich and Norfolk and Fakenham Banks .....	Norwich .....	Gurneys and Birkbecks .....	88466
Nottingham and Nottinghamshire Bank .....	Nottingham .....	Hart, Fellows, and Co.....	9063
Nuneaton Bank .....	Nuneaton .....	Craddock and Co. ....	2543
Naval Bank, Plymouth .....	Plymouth.....	Harris and Co. ....	21601
New Sarum Bank .....	Sarum .....	Pinckney, Brothers .....	9504
Nottingham Bank .....	Nottingham .....	Samuel Smith and Co. ....	29517
Oswestry Bank and Oswestry Old Bank .....	Oswestry .....	Croxon and Co.....	10947
Oxford Old Bank .....	Oxford .....	Parsons and Co. ....	31022
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Tonbridge and Tonbridge Wells and Sevenoaks Bank.....	Tonbridge .....	H., S., A. H., T., and A. T. } Beeching .....	9590
Oxfordshire Witney Bank .....	Witney .....	J. W. Clinch and Sons.....	10590
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank.....	Hull.....	Peases and Co. ....	43825
Penzance Bank .....	Penzance .....	Batten and Co. ....	7559
Peterborough Bank and Oundle Bank .....	Peterborough .....	D. Yorke and Co.....	9689
Pembrokeshire Bank .....	Haverfordwest.....	J. and W. Walters .....	12725
Reading Bank .....	Reading .....	Simonds and Co. ....	23945
Reading Bank .....	Reading .....	Stephens, Blandy, and Co. ....	29279
Richmond Bank .....	Richmond .....	Roper and Co. ....	6743
Rochdale Bank .....	Rochdale .....	Clement, Royds, and Co. ....	2933
Rochester, Chatham, and Strood Bank .....	Rochester.....	Day, Nicholson, and Co. ....	7061
Royston Bank .....	Royston .....	Fordham and Sons .....	11060
Rugby Bank .....	Rugby .....	A. Butlin and Son.....	10007
Rye Bank.....	Rye .....	R. C. Pomfret and Co.....	13461
Ross Old Bank, Herefordshire .....	Ross .....	Allaway and MacDougal .....	4048
Saffron Walden and North Essex Bank .....	Saffron Walden ...	Gibsons and Co. ....	26677
Salop Bank .....	Shrewsbury .....	Burton, Lloyd, and Co. ....	12960
Scarborough Old Bank .....	Scarborough .....	Woodall and Co. ....	24608
Shrewsbury Old Bank and Shrewsbury and Ludlow Bank .....	Shrewsbury..	Rocke, Eyton, and Co.....	43183
Sittingbourne and Milton Bank.....	Sittingbourne .....	Vallance and Co. ....	3722
Southampton Town and County Bank .....	Southampton .....	Maddison and Pearce .....	11268
Southwell Bank .....	Southwell .....	Wylde and Co. ....	10728
Southampton and Hampshire Bank .....	Southampton .....	Atherley, Fall, and Co.....	3235
Stafford Old Bank .....	Stafford .....	tevenson and Co. ....	13436

Name, Title, and Principal Place of Issue.			Average Amount.
Stamford and Rutland Bank .....	Stamford .....	Eaton, Cayley, and Co.....	27477
Shrewsbury and Welsh Pool Bank.....	Shrewsbury .. ...	Beck, Downward, and Co. ....	24440
Taunton Bank.....	Taunton .....	H. and R. Badcock .....	27746
Tavistock Bank .....	Tavistock.....	Gill, Sons, and Co. ....	10164
Thornbury Bank.....	Thornoury .....	Harwood and Co. ....	8898
Tiverton and Devonshire Bank .....	Tiverton .....	Dunsford and Co. ....	10344
Thrapston and Kettering Bank, } Northamptonshire .....	Thrapston .....	Yorke and Eland ...	11393
Tring Bank and Chesham Bank .....	Tring .....	Butcher and Sons .....	13649
Towcester Old Bank .....	Towcester .....	Percival and Co. ...	6786
Town and County of Poole Bank and } Ringwood and Poole Bank .....	Poole .....	G. W. Ledgard and Sons.....	10067
Union Bank, Cornwall .....	Helston .....	Vivian and Co. ....	13881
Uxbridge Old Bank .....	Uxbridge.....	Hull, Smith, and Co. ....	12236
Wallingford Bank .....	Wallingford.....	Hedges, Wells, and Co.....	5937
Warwick and Warwickshire Bank.....	Warwick .....	Greaves and Co. ....	21026
Wellington Somerset Bank.....	Wellington .....	Fox, Brothers, and Co. ....	3727
West Riding Bank, Wakefield, and } Pontefract Bank .....	Wakefield .....	Leatham, Tew, and Co. ....	46666
Whitby Old Bank .....	Whitby .....	Simpson, Chapman, and Co. ...	14100
Winchester, Alresford, and Alton Bank	Winchester .....	Bulpett and Co. ....	18602
Weymouth Old Bank and Dorchester } Bank .....	Weymouth .....	Eliot, Pearce, and Co. ....	15835
Wirksworth and Ashbourne Derby- } shire Bank .....	Wirksworth.....	Arkwright and Co. ....	35863
Wisbech and Lincolnshire Bank .....	Wisbech .....	Gurneys and Co. ....	48426
Wiveliscombe Bank .....	Wiveliscombe .....	P. and W. Hancock .....	7175
Wolverhampton Bank .....	Wolverhampton ...	Sir F. L. H. Goodricke.....	13365
Worcester Old Bank and Tewkes- } bury Old Bank .....	Worcester . ....	Berwick, Lechmere, & Co.....	70561
Wolverhampton Bank .....	Wolverhampton ...	R. and W. F. Fryer .....	10399
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank... }	Yarmouth .....	Gurney's Birkbeck, and Co.....	42139
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	Sir E. H. K. Lacon, Bart. & Co.	10133
York Bank .....	York .....	Swann, Clough, and Co. ....	40362

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
Bank of Westmorland .....	Kendal .....	£. 11577
Barnsley Banking Company .....	Barnsley .....	9250
Bradford Banking Company .....	Bradford .....	49015
Bilston District Banking Company.....	Wolverhampton .....	9463
Bank of Whitehaven .....	Whitehaven .....	31302
Bradford Commercial Banking Company .....	Bradford .....	20673
Burton, Uttoxeter, and Staffordshire Union Banking } Company .....	Burton-upon-Trent .....	48072
Chesterfield and North Derbyshire Banking Company .....	Chesterfield .....	10037
Cumberland Union Banking Company .....	Workington . ....	35292
Coventry and Warwickshire Banking Company .....	Coventry .....	24028

Name, Title, and Principal Place of Issue.	Average Amount.	
Coventry Union Banking Company .....	Coventry .....	14817
County of Gloucester Banking Company .....	Cheltenham .....	111502
Carlisle and Cumberland Banking Company .....	Carlisle .....	24351
Carlisle City and District Bank .....	Carlisle .....	19036
Dudley and West Bromwich Banking Company .....	Dudley .....	34488
Derby and Derbyshire Banking Company .....	Derby .....	19665
Darlington District Joint Stock Banking Company .....	Darlington.....	24450
East of England Bank .....	Norwich.....	24365
Gloucestershire Banking Company.....	Gloucester.....	148064
Halifax Joint Stock Bank .....	Halifax .....	17967
Huddersfield Banking Company .....	Huddersfield .....	34616
Hull Banking Company .....	Hull .....	26925
Halifax Commercial Banking Company .....	Halifax .....	13263
Halifax and Huddersfield Union Banking Company .....	Halifax .....	42449
Helston Banking Company .....	Helston .....	1509
Herefordshire Banking Company .....	Hereford .....	22748
Knarborough and Claro Banking Company ....	Knarborough .....	28484
Kingsbridge Joint Stock Bank .....	Kingsbridge .....	2460
Lancaster Banking Company .....	Lancaster .....	62884
Leeds Banking Company.....	Leeds .....	22762
Leicestershire Banking Company .....	Leicester .....	75215
Lincoln and Lindsey Banking Company.....	Lincoln .....	48755
Leamington Priors and Warwickshire Banking Company.....	Leamington Priors .....	10381
Ludlow and Tenbury Bank .....	Ludlow .....	9641
Moore and Robinson's Nottinghamshire Banking Company ...	Nottingham .....	33338
Nottingham and Nottinghamshire Banking Company .....	Nottingham .....	29141
National Provincial Bank of England.....	Birmingham .....	126505
	Hd. Office, 112, Bishopsgate-st., London	
North Wilts Banking Company .....	Melksham .....	43173
Northamptonshire Union Bank .....	Northampton.....	73742
Northamptonshire Banking Company.....	Northampton.....	21296
North and South Wales Bank.....	Liverpool .....	64895
Pares's Leicestershire Banking Company .....	Leicester .....	56003
Saddleworth Banking Company .....	Saddleworth .....	2955
Sheffield Banking Company.....	Sheffield.....	36050
Stamford, Spalding, and Boston Banking Company .....	Stamford .....	50905
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Langport .....	354008
Shropshire Banking Company.....	Shiffnall.....	43626
Stourbridge and Kidderminster Banking Company .....	Stourbridge .....	54797
Sheffield and Hallamshire Banking Company.....	Sheffield.....	22237
Sheffield and Rotherham Joint Stock Banking Company.....	Sheffield.....	51553
Swaledale and Wensleydale Banking Company.....	Richmond .....	53488
Wolverhampton and Staffordshire Banking Company .....	Wolverhampton.....	29653
Wakefield and Barnsley Union Bank .....	Wakefield .....	14792
Whitehaven Joint Stock Banking Company .....	Whitehaven .....	29505
Warwick and Leamington Banking Company.....	Warwick .....	25942
West of England and South Wales District Bank .	Bristol .....	61248
Wilts and Dorset Banking Company .....	Salisbury .....	72399
West Riding Union Banking Company .....	Huddersfield .....	33138
Whitchurch and Ellesmere Banking Company .....	Whitchurch .....	4253
Worcester City and County Banking Company.....	Worcester .....	6070
York Union Banking Company .....	York .....	65685
York City and County Banking Company.....	York .....	92065
Yorkshire Banking Company .....	Leeds.....	118412

WM. WILKS DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 26, 1859.

## City of London Railway,

(Incorporation of Company for the construction of Railways from Paddington to Moorgate and Limehouse, &c.; Working Arrangements with and Subscriptions by the North London, London and North Western, and Great Northern Railway Companies; Purchase, Stopping up, and Discontinuance of Regent's Canal; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to incorporate a company for making and maintaining the railways, or some or one of them, hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the company to be thereby incorporated (hereinafter called the Company) all necessary and proper powers for effecting the objects hereinafter mentioned or some of them (that is to say):

1. A railway (No. 1), commencing in the parish of St. Mary, Paddington, in the county of Middlesex, at the Grand Junction Canal, at or near a certain bridge called Paddington Bridge, by which Warwick Road is carried over the Regent's Canal, and terminating in the parish of St. Giles, Cripplegate, in the city of London, at or near the junction of the street called Little Moorfields with Fore-street, Cripplegate.

2. A railway (No. 2), to be wholly made in the parish of Saint Pancras, in the county of Middlesex, commencing by a junction with the first-mentioned intended railway (No. 1,) at a point on the Regent's Canal, situate eleven chains, or thereabouts, measured along the said canal to the westward of the suspension bridge over such canal by which the way in continuation of the broad walk in the Regent's-park is carried over the said canal, and terminating at or near the southernmost end of the canal basin called the Regent's-park Basin, near to Cumberland Market.

3. A railway (No. 3), commencing in the parish of St. Mary, Islington, in the county of Middlesex, by a junction with the first-mentioned intended railway (No. 1), at or near and on the west side of the bridge over the Regent's Canal, called Frog-lane-bridge, and terminating in the parish of St. Anne, Limehouse, in the said county, at or near the north side of the dock or basin there belonging to the proprietors of the Regent's Canal, called Limehouse Basin.

4. A railway (No. 4), to be made wholly in the said parish of St. Pancras, commencing by a junction with the first-mentioned intended railway (No. 1), at or near and on the west side of the bridge carrying the Hampstead-road over the Regent's Canal, and terminating by a junction with the main line of the North London Railway at a point 320 yards eastward of the bridge, carrying the Chalk-farm-road over the North London and London and North Western Railways.

5. A railway (No. 5), to be made wholly in the said parish of St. Pancras, commencing by a junction with the said intended railway (No. 1), at or near and on the west side of the bridge, carrying the Caledonian-road over Regent's Canal, and terminating by a junction with the main line of the Great Northern Railway, 200 yards, or thereabouts, from the north side of the aqueduct carrying the Regent's Canal over the said last-mentioned railway.

Which said several intended railways and works before described, will be made to pass in, from, through, or into the several parishes, townships, and extra-parochial and other places following, or

some of them (that is to say):—Paddington, St. Mary, Paddington; Marylebone; St. John, Hampstead; Marylebone, St. Pancras; St. Mary, Islington; St. James, Clerkenwell; St. Luke, Old-street; St. John, Hackney; St. Lenoard, Shoreditch; St. Matthew, Bethnal-green; St. Dunstan, Stebonheath otherwise Stepney, White-chapel; St. George, Ratcliffe-highway; St. George's-in-the-East, Ratcliffe; Ratcliffe; Mile-end Old-town; Mile-end New-town; St. Anne, Limehouse; St. Mary, Straiford-le-Bow; All Saints, Poplar; Blackwall, Bromley, St. Leonards, Bromley, all in the county of Middlesex; and St. Giles's, Cripplegate; St. Stephen, Coleman-street; and St. Alphage, London-wall, in the city of London.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, streets, and other highways, streams, pipes, sewers, canals, navigations, towing paths, basins, reservoirs, docks, locks, wharves, sluices, rivers, watercourses, bridges, railways, and tram-roads within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railways and works, or any of them, or of the said intended Bill.

To purchase and take by compulsion and also by agreement lands, houses, tenements, frontages easements, and hereditaments, for the purposes of such railways and works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, frontages, easements, and hereditaments so purchased or taken, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

To empower the North London Railway Company, London and North Western Railway Company, and the Great Northern Railway Company, or any or either of them, and the Company to enter into, and carry into effect, contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working, and using, by any or either of the contracting companies, of the railways and works of the other or others of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engine, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom; and the employment of officers and servants; and also to empower the said North London Railway Company, London and North Western Railway Company, and the Great Northern Railway Company, or any or either of them, to appoint directors in the Company, and to take and hold shares in, and subscribe towards, the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company such interest, dividend, annual or other payments, as may be agreed upon between them, and to raise further capital for those purposes by the creation of new shares or stock in their undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further monies.

To empower and require the company of proprietors of the Regent's Canal (hereinafter called the Canal Company), to sell, and the company to purchase the whole, or some part or parts of the



Regent's Canal, and the towing-paths, branches, reservoirs, aqueducts, docks, locks, engines, basins, wharfs, works, property, boats, barges, plant, lands, and hereditaments connected therewith or appertaining thereto, and all the powers, rights, and privileges of the Canal Company in relation thereto, and to enable the Company to levy tolls, rates, and duties on or in respect of the said canal, docks, locks, basins, wharfs, towing-paths, reservoirs, engines, and works, and to exercise all the rights and powers now vested in the Canal Company in relation thereto. Also to enable the Company to stop up and discontinue, for the purposes of a navigation, all or any part or parts of the said canal, and the basins, docks, locks, reservoirs, aqueducts, towing-paths, and works of every description connected therewith, and to convert to the purposes of the intended railways and works all or any part of the said canals, towing-paths reservoirs, aqueducts, docks, locks, basins, and works.

To provide, if need be, for the dissolution of the Canal Company, and the winding up of the affairs thereof, and to enable that Company and any shareholders therein to accept as the consideration, or part of the consideration, of any such sale, rent charges, annuities, bonds, mortgages, stock, or shares of the Company.

To enable the Company to sell and dispose of, or otherwise to hold and retain for such purposes as they may think fit, all or any parts of the lands, upon which any portions of the said canals, locks, and basins and works, so stopped up or discontinued, are situate, and all waters now flowing into, or used in connexion therewith, and to make arrangements with owners of adjoining lands and others with relation to the said lands and water, and with reference to the use and occupation thereof.

To extinguish all rights, privileges, powers, and authorities (whether conferred by the Acts hereinafter mentioned, or by any contract, covenant, or engagement made by or on behalf of the Canal Company, or otherwise howsoever), relating to or connected with the canals or other works of the Canal Company, or the construction, maintenance, or use thereof, or the construction, maintenance, or use, by or for the benefit of any other companies, bodies, or persons, of any waterworks, recesses, docks, slips, basins, feeders, reservoirs, stop locks, pound locks, bridges, arches, culverts, sewers, drainage, steam engines, wharves, quays, landing places, cranes, weighbeams, warehouses, and other buildings and works, ornamental and other pieces of water, supplies of water and watering places, or relating to or connected with pecuniary and other compensations for diversion of water and diversion of traffic, or reverter of lands not used, or when no longer used for the canal or other works, and the prohibition of engines, works, and buildings in certain localities, and to vary or extinguish other rights and privileges.

And it is further proposed by the intended Bill to alter, amend, extend, and enlarge or repeal, so far as may be necessary, the powers and provisions of the following Acts relating to the Company of Proprietors of the Regent's Canal or their undertaking, viz., local and personal, 52 Geo. III., cap. 195; 53 Geo. III., cap. 32; 56 Geo. III., cap. 85; 59 Geo. III., caps. 66 and 111; 1 and 2 Geo. IV., cap. 43; 7 Geo. IV., cap. 140; 5 and 6 Wm. IV., cap. 95; 14 and 15 Vic., cap. 32; and 18 and 19 Vic., cap. 95; and especially to repeal all the provisions of such Acts relating to the rights and privileges so to be extinguished as aforesaid, or which are inconsistent with the objects of the intended Bill; and also to amend

the following Acts relating to the North London Railway, local and personal, 9 and 10 Vic., cap. 396; 13 and 14 Vic., cap. 36; 16 and 17 Vic., cap. 97; 17 and 18 Vic., cap. 80; and 22 Vic., cap. 35; and also to amend the following Acts relating to the London and North-Western Railway Company, viz., local and personal, 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Vic., caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 and 15 Vic., caps. 28 and 94; 15 and 16 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69 and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., cap. 131; and 22 and 23 Vic., caps. 2, 88, 113, and 134; and also the following Acts relating to the Great Northern Railway Company, viz. local and personal, 9 and 10 Vic., caps. 71, 88, and 352; 10 and 11 Vic., caps. 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 15 and 16 Vic., cap. 153; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; and 22 Vic., cap. 35.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell in the said county, and with the Clerk of the Peace for the city of London, at his office at the Sessions House, in the Old Bailey; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, viz., in the case of any parish within the limits of the metropolis, as defined by the Act 18 and 19 Vic., cap. 120, intituled "An Act for the better local management of the metropolis," except the city of London, and mentioned in schedule A to that Act, with the clerk of the vestry of each such parish at his office; and in the case of any parish mentioned in schedule B to that Act, with the clerk of the district board of parishes, at his office; and in the case of each parish in the city of London, or of any other parish, with the parish clerk thereof at his place of abode; and in case of each extra-parochial place with the parish clerk of some parish adjoining thereto at his place of abode.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1859.

*Bircham, Dalrympie, and Drake*, 46; Parliament-street, Westminster, Solicitors for the Bill.

## Shrewsbury and Welchpool Railway.

Deviation of Line; Alteration of Levels; Level Crossings; Approach-road to proposed Station at Yockleton; Power to Raise and Apply Capital; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the following purposes, or some of them (that is to say), to authorise and legalise deviations in the main line of the Shrewsbury and Welchpool Railway, authorised to be made by the Shrewsbury and Welchpool Railway Act, 1856 (herein called "The Act of 1856"), and for such purpose to authorise the construction or completion and the maintenance by the Shrewsbury and Welchpool Railway Company (herein called "The Company.") of the following new or deviated portion of railway (that is to say), a new or deviated portion of railway commencing in the inclosure numbered on the plans referred to in the Act of 1856, 118, in the parish of Westbury, in the county of Salop, and terminating in or near the inclosure numbered on the said plans 17, in the parish of Pontesbury, which said new or deviated portion of railway will be situate within the parishes and townships of Westbury, Yockleton, Linches, Newnham and Pontesbury, or some of them.

A new or deviated portion of railway commencing in or near the inclosure numbered on the said plans 33, in the parish of Pontesbury, in the county of Salop, and terminating in the inclosure numbered on the said plans 76, in the last-mentioned parish, which said last-mentioned new or deviated railway will be situated within the parishes and townships of Pontesbury, Cruckton and Cruckmeole, or some of them.

And a new or deviated portion of railway, commencing in the inclosure numbered on the said plans 6, in the parish of St. Chad, Shrewsbury, passing through or being situate within the parishes and townships of St. Chad, Shrewsbury, Welbach, Whitley, Nobold, Pulley, Meole or Meole Brace parish, and Meole or Meole Brace township, and terminating in the inclosure numbered on the said plans 61, in the parish of Meole or Meole Brace. To authorise the abandonment of so much of the main line of railway authorised by the Act of 1856 as will be rendered unnecessary by or in consequence of the construction or completion or maintenance of the new or deviated portions of railway hereinbefore mentioned.

To authorise and legalise the construction or completion or maintenance by the Company of the main line and branch railway authorised by the Act of 1856, and commencing and terminating as described in the 17th section of that Act, according to altered and different levels from those authorised by the Act of 1856, but (except between the points of commencement and termination of the said new or deviated portions of railway hereinbefore described within the limits of lateral deviation marked on the plans referred to in the Act of 1856, which said alterations of levels will be made, completed or maintained within the several parishes, townships and extra-parochial or other places following, or some of them (that is to say), Buttington, Hope, Cletterwood, Trewern, Middletown, Alberbury, Helder, Ucheldre, Uppington, Bulthy, Winnington, Trefuant, all in the county of Montgomery; Alberbury, Helder, Uppington, Winnington, Trefuant, Bulthy, Great Woollaston, Wattlesborough, Wattlesborough Heath, Amaston, Rowton, Rowton and Amaston, Little Woollaston, Westbury, Hayford, Marsh and Wigmore, Stretton, Stoney Stretton, Yockleton, Yockleton Park, The Linches, Stretton Heath, Pontesbury, Newnham, Nox, Cruckton, Cruck Meole, Alston, Lea,

Sibberscott, Little Hanwood, Lea Cross, Hanwood, Plealey, Poulton, St. Chad (Shrewsbury), Meole, Meole Brace, Pulley, Nobould, Whitley, Whitley and Wilbach, Panson, Moathall, St. Julians (Shrewsbury), Coleham (Shrewsbury), Abbeyforegate (Shrewsbury), Holy Cross and St. Giles (Shrewsbury), Boycott, Farley, Newton, Arcott, Hinton, Little Alston, Pontesford, Malhurst, Poulton and Minstreley, or some of them, all in the county of Salop.

To enable the Company to make and maintain an approach road to their intended station at Yockleton, commencing at or near the point where the public road numbered on the said plans 108, in the parish of Westbury, joins the road numbered on the same plans 112, in the same parish, passing through or being situate within the parish of Westbury and township of Yockleton, or one of them, and terminating by a junction with the turnpike road, numbered on the said plans 117, in the said parish of Westbury near the property numbered on the said plans 116, in the same parish.

To authorise the purchase of lands and buildings by compulsion or agreement, for the purposes of the intended Act, or any of them; and to vary or extinguish all existing rights and privileges connected with the lands or buildings purchased or taken, or which would impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorise the stopping up, altering or diversion of all such turnpike and other roads, rivers, canals and streams as it may be necessary to stop up, alter or deviate for the purposes of the said intended Act, or any of them.

To authorise the Company to levy tolls, rates, and duties, and to grant exemptions therefrom, if necessary or expedient to alter the tolls, rates or charges authorised to be taken by the Act of 1856.

To authorise and legalise the construction or completion or maintenance of the said main line of railway across the several public carriage roads numbered respectively on the plans referred to in the Act of 1856, 11 in the parish of Alberbury, and 80 in the parish of Meole Brace, and 108 in the parish of Westbury, on the level of the said roads.

To authorise and legalise the construction or completion or maintenance of the said branch railway across the public carriage road numbered on the said plans 207, in the parish of Pontesbury, on the level of the last mentioned road.

To enable the Company to apply their corporate funds to all or any of the purposes of the intended Act, and to enable them to raise for the purposes of the intended Act, and for the general purposes of their undertaking, additional capital, to an extent not exceeding thirty thousand pounds by the creation of new shares, and to attach to such new shares such privileges of preference or priority in payment of interest or dividend as may be determined by the Company or provided by the intended Act.

To alter, amend, vary or repeal some or any of the provisions of "The Shrewsbury and Welchpool Railway Act, 1856," and of "The Shrewsbury and Welchpool Railway Act, 1858."

And notice is hereby lastly given, that on or before the 30th day of November, 1859, plans and sections showing the line and levels, of the said new or deviated portions of railway, and also showing the line and the proposed levels according to which the said main line and branch railway are proposed to be constructed or completed

or maintained as aforesaid, and the said roads to be made and maintained, or crossed on a level, or diverted, a book of reference to such plans, a published map showing the general course or direction of the said new or deviated portions of railway, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, and with the Clerk of the Peace for the county of Montgomery, at his office at Welchpool; and that on or before the 30th day of November copies of as much of the said plans, sections, and book of reference as relates to each parish in or through which any of the said works are to be made or altered or completed or maintained, will, together with a copy of this notice, as published as aforesaid, be deposited with the parish clerk of each such parish at his place of abode; and that on or before the 23rd day of December, 1859, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1859.

*S. F. Noyes*, Lincoln's-inn-fields, London,  
Solicitor for the Bill.

#### Petersfield Railway.

(Incorporation of Company for making a Railway from the Mid-Sussex and Midhurst Junction Railway to Petersfield; Powers to the London and South-Western Railway Company to contribute to the undertaking; Running Powers over the Direct London and Portsmouth Railway, and to use their stations; Working arrangements with the London and South-Western Railway Company, and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company for making and maintaining the following line of railway, with all proper stations, works and conveniences, connected therewith (that is to say):—

A railway, commencing by a junction with the authorized line of the Mid-Sussex and Midhurst Junction Railway, in an enclosure marked No. 8 on the amended deposited plan of the said "Mid-Sussex and Midhurst Junction Railway, 1859," in the parish of Easebourne, in the county of Sussex, and terminating by a junction with the Direct London and Portsmouth Railway, at a point about thirteen chains to the south-westward of the point where the boundary between the parishes of Petersfield and Sheet crosses the said Direct London and Portsmouth Railway, in the parish of Petersfield, in the county of Southampton, which said intended railway and works will pass in, through, or into, the several parishes, townships, extra-parochial and other places following, or some of them (that is to say)—Easebourne, Cocking, Woollavington, Midhurst, Bepton, Woolbeding, Stedham, Iping, Treyford, Trotton, Diding, Elstead, Linch, Chithurst, Rogate, Harting, and Turwick, in the county of Sussex, and Buriton, Sheet, Petersfield, and Steep, in the county of Southampton.

And in the proposed Act, power will be taken for effecting the following purposes, or some of them (that is to say)—

To stop up, cross or divert, temporarily or permanently, such turnpike or other roads and ways, railways, aqueducts, streams, drains, or sewers,

as may be necessary for the construction of the said intended railway and works.

To purchase by compulsion or otherwise, lands and houses for the purposes of the said undertaking; to vary or extinguish rights or privileges connected with such lands and houses, which may interfere with the construction of the said railway and works; to levy tolls, rates, and duties, for the use thereof; and to confer, vary, or extinguish, exemptions from the payment of such rates and duties.

To raise capital and to borrow money, for the purposes of the said undertaking.

To empower the said intended Company to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, a certain portion or portions of the said Direct London and Portsmouth Railway, and the stations, roads, platforms, water engines, sidings, and works and conveniences connected therewith, upon such terms and conditions as may be settled by the Board of Trade, or by arbitration, or otherwise determined by the said intended Act.

To provide for the direct and expeditious interchange, transmission and accommodation of the traffic to, from, or over the said intended railway from, to, or over the railway of the said Direct London and Portsmouth Railway Company, upon such terms and conditions as may be determined as aforesaid.

To enable the Company to be incorporated, and the London and South-Western Railway Company to enter into contracts and arrangements for the construction, maintenance, working, and using, by the last-mentioned Company, of the intended railway and works, and for the regulation, management and transmission, of the traffic thereon, and the supply and maintenance of engines, stock, and plant; also, for the collection, division and appropriation of the tolls and profits arising therefrom, the payments and contributions to be made by either of such Companies to the other of them, and the employment of officers and servants.

To authorize the said London and South-Western Railway Company to subscribe and contribute funds, towards the construction and maintenance of the said intended railway and works, to take and hold shares in the said undertaking, and to apply any capital or funds belonging to them, or under their control, for the purposes aforesaid.

And it is intended, so far as may be necessary for effecting the aforesaid purposes, to repeal and amend the provisions, or some of them, of the several Acts following, that is to say:—The local and personal Acts relating to the Direct London and Portsmouth Railway, namely, 9 and 10 Vic., cap. 83; 10 and 11 Vic., cap. 187; "The Portsmouth Railway Amendment Act, 1855;" "The Portsmouth Railway Amendment Act, 1857;" "The Portsmouth Railway Amendment Act, 1858;" and "The London and South-Western Railway and Portsmouth Railway Amalgamation Act, 1859;" and also the local and personal Acts relating to the London and South-Western Railway Company, namely, 4 and 5 Will. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., cap. 1 and 39; 7 and 8 Vic., caps. 5, 63 and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps.

99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 107 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121 and 136; and 21 and 22 Vic., caps. 58, 67, 89 and 101; and 22 and 23 Vic., caps. 31, 44 and 95.

So incorporate with the said Act, the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845;" or such portions thereof, as may be necessary.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses to be taken for the purposes thereof, with a book of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands and houses, with a published map shewing the general course and direction of the said railway, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace of the county of Sussex, at his office, in the town of Lewes, and with the Clerk of the Peace of the county of Southampton, at his office at Winchester, in the said county; and that on or before the said 30th day of November, copies of so much of the said plans, sections, and books of reference, as relates to each parish, in or through which the said railway and works will be made, with a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And on or before the twenty-third day of December next, printed copies of the said intended Act, will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1859.

*Henry Carnsew*, Solicitor, 41, Parliament-street, Westminster;

*Holmes and Co.*, Parliamentary Agents, Abingdon-street, Westminster.

#### Hedon Burgesses Lands and Corporation Tolls, &c.

(Powers to Appoint Trustees, and other Powers for Management of Burgesses' Lands, and Application of Income thereof; Powers to Regulate and Manage the Property of the Corporation, and for Paving, Lighting, Draining, Cleansing, and Improving the Borough and Adjoining places in the Parish of Hedon; to Levy Rates, and for other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to provide for the management and regulation of the lands and property belonging to the burgesses or freemen of the borough of Hedon, in the East Riding of the county of York, (in this notice called the burgesses) and for the appropriation of the income or revenue thereof, and also for the better management and regulation of the lands and houses, fee-farm rents, town tolls, and other corporate property of the mayor, bailiffs, and burgesses of the said borough (in this notice called the corporation) and to alter and regulate the appropriation thereof, and of the income arising therefrom, in which Bill will be inserted, in addition to the general objects aforesaid, powers and

provisions for effecting all or some of the objects and purposes following, that is to say,—

To appoint or provide for the appointment of a body of trustees, for the management of the lands and property belonging to the burgesses, and to fix the number of and incorporate such trustees, and to regulate their qualification, election, or appointment, duties and powers, and to vest in such trustees all the lands and property of every kind, monies, and funds belonging to the burgesses, and to enable such trustees to repair, maintain, and let the houses belonging to the burgesses, and to allow any of them to be occupied, rent free, by poor freemen, or freemen's widows, to be selected by the trustees, to enable the trustees to subdivide the burgesses' lands into other or different inclosures, and to lay out roads for the occupation thereof, and to let the burgesses' lands either for tillage or pasture, or as gardens, for any term or terms of years, and to permit and suffer part of the burgesses' lands to be used as a common pasture for cattle and other animals, and to enable such trustees to regulate and prescribe the use of all or any of such lands, and the times for opening and shutting the common pastures, and the kind of cattle or animals to be depastured thereon, and the amount of head money to be paid for each cattle gate, or head of cattle, or other animals using the same, and to vest in such trustees power to convene and hold meetings of the burgesses, and to appoint and pay officers and all other persons necessary for the management and regulation of the lands and property of the burgesses.

To provide for the appropriation of the surplus revenue of the burgesses' lands, after providing for all proper payments thereout, among the burgesses and freemen's widows, or any of them, in such manner as shall be provided for in the said Bill, or as the burgesses at any meeting, to be convened and held in the manner directed by the said Bill, shall from time to time appoint.

To authorise and regulate the manner of holding meetings of the trustees, and also meetings of the burgesses, and for authorising such meeting to appoint committees for such purposes, and to grant to such committees all such powers as may be deemed expedient in relation to the management of the burgesses' lands, property, and revenue, and for enabling the majority of trustees or burgesses, at any such meeting respectively, to bind the minority and all absent parties, and for authorising and regulating the investment and application of all principal sums belonging to the burgesses, and of the rents and other income of the burgesses' lands and property, and for granting to the said trustees all other necessary powers, and for extinguishing the rights of non-resident freemen while non-resident, and for confirming, varying, or extinguishing all rights, privileges, and exemptions with reference to all or any of the matters aforesaid, which would interfere with the exercise of the powers to be conferred by the said Bill, and for conferring, varying, and extinguishing other rights, privileges, and exemptions.

To confer upon the corporation powers to alter, define, and regulate the application of the lands, houses, fee-farm rents, town tolls, and other property of the Corporation; to apply the income or the revenue thereof, or any part thereof, in paying the salaries of the Corporation officers, the general expenses of the Corporation, and for the lighting, improving, and public benefit of the borough, or any such expenses.

To enable the Corporation to reduce, alter, extinguish, manage, let, and regulate the town tolls and market tolls, and also to regulate the Market Hill or market-place, and markets and fairs held in the said borough, and to vary and alter the tolls,

rates, duties, and charges taken thereat, and for the use of the pens and other conveniences on Market Hill, and to take other tolls, rates, duties, and charges in addition thereto.

To vest in the Corporation additional powers for the paving, lighting, draining, cleansing, and improving the borough and adjoining places in the parish of Hedon, or any of them, and to levy rates on the owners and occupiers, or owners or occupiers, of lands, houses, and other property within the borough and parish, or either of them, for all or any of the purposes to be authorised by the said Bill, and to confer exemptions from such rates, and to confer other rights, privileges, and exemptions.

To incorporate in the said Bill, and make applicable to the objects and purposes thereof, and to the said borough and parish, or either of them, all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Public Health Act, 1848," and all Acts continuing or amending the same, and "The Local Government Act, 1858," and to confer upon the Corporation, in addition to the powers contained in the said Acts, or any of them, any other powers and authorities which may be necessary to give effect to the objects and purposes thereof.

To enable the Corporation, for all or any of the purposes to be authorised by the said Bill, to borrow money by way of mortgage and of annuity, or either of them, on the security of the property and revenue of the Corporation, and on the security of any rates to be levied under the said Bill, or on any of such securities, and to provide a sinking fund for paying off the money so borrowed, and any other monies now owing by the Corporation.

To alter, amend, extend, and enlarge, and where necessary to repeal all or some of the powers and provisions of the several charters relating to the said borough, granted by the Kings, or of the dates hereinafter mentioned, that is to say,—the charters of King John, 13 December, 1200; King Edward 3rd, 10 June, 1336, and 16 April, 1349; King Richard 2nd, 13 November, 1377; King Henry 4th, 20 July, 1399; the 2 Henry 5th; the 2 Henry 6th; the 1 Edward 4th; the 8 Henry 8th; the 4 Edward 6th; the 2 and 3 Philip and Mary; the 15 James 1st; the 7 Elizabeth; and the 1 James 2nd; or of any of them, and to reduce or vary any tolls, rates, or charges authorised to be taken under any of the said charters, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

Printed copies of the said Bill or intended Act so to be applied for, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this eleventh day of November, 1859.

*Arthur Iveson, Town Clerk.*

Maidstone, Rochester, Chatham, Brompton, Gillingham, Strood, and Aylesford District Waterworks.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for making and maintaining waterworks in, and for the supply of, the towns and parishes of East Farleigh, Barming, Maidstone, Boxley, Allington, Aylesford, Burham, Wouldham, Chatham, Luton, Brompton, New Brompton, Gillingham, Strood,

Strood extra, and Frindsbury, in the county of Kent, and the city of Rochester, including therein the parishes of Saint Margaret, Saint Nicholas, Saint Clement, Saint Mary, and the precincts of Rochester Cathedral; and for this purpose to incorporate a Company with powers to sue and be sued, and all other necessary powers, and to make and maintain five several reservoirs with filtering beds at the following places respectively, namely:—one in the parish of Barming, at or near to the bridge over the Medway at East Farleigh; another in the parish of Maidstone, at or near to the said bridge; another in the parish of Teston, in the county of Kent, on the left bank of the said river, at or near to and on the west side of the bridge which carries the road from Teston to Yalding, in the said county, over the said river; another on the east side of Farleigh-lane, and on the north side of the cross-road from Barming to Maidstone, and on a piece of land in the parish of Maidstone belonging to the Rev. John Jennings, and now or late in the occupation of Richard Baker; and another on Barming-heath, in the parish of Barming, and near to and on the west side of the Kent County Lunatic Asylum.

And notice is hereby further given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next; and in the said Bill it is intended to apply for powers for the compulsory purchase of lands and houses, and to amend or repeal the following Acts of Parliament, namely:—

An Act passed in the 16th and 17th years of the reign of His late Majesty King Charles II, chap. 2, intituled "An Act for making the River Medway navigable in the counties of Kent and Sussex."

An Act passed in the 18th year of the reign of His late Majesty King George II, to revive, amend, and explain the said Act passed in the 16th and 17th years of the reign of His late Majesty King Charles II.

An Act passed in the 32nd year of the reign of His late Majesty King George III, chap. 105, intituled "An Act for improving the Navigation of the River Medway, from the Town of Maidstone, through the several Parishes of Maidstone, Boxley, Allington, and Aylesford, in the County of Kent."

An Act passed in the 42nd year of the reign of His Majesty King George III, for the repealing the said Act passed in the 32nd year of His said Majesty King George III, and for the better and more effectually improving the navigation of the said river.

An Act passed in the 31st year of the reign of His late Majesty King George III, chap. 62, intituled "An Act for widening, improving, regulating, paving, cleansing, and lighting the Streets, Lanes, and other Public Passages and Places within the King's Town of Maidstone, in the County of Kent, for removing and preventing Encroachments, Obstructions, Nuisances, and Annoyances therein, for better supplying the said Town with Water, and for repairing the Highways within the Parish of Maidstone."

An Act passed in the 36th year of the reign of His late Majesty King George III, chap. 66, intituled "An Act for enabling the Commissioners for executing the said Act passed in the 31st year of the reign of His said Majesty King George III, to raise Money, and for other Purposes."

An Act passed in the 42nd year of the reign of His late Majesty King George III, chap. 90, "for altering and amending the said Act passed in the 31st year of the reign of His Majesty King

"George III, chap. 62, for raising Money for such Purpose."

An Act passed in the 56th year of the reign of His late Majesty King George III, chap. 90, intituled "An Act for amending and enlarging the said Act passed in the 42nd year of His Majesty King George III, chap. 62, and the said Act passed in the 36th year of the reign of His late Majesty King George III, chap. 66, and for watching the said Town of Maidstone, and making Public Wharfs therein."

An Act passed in the 59th year of the reign of His late Majesty King George III, chap. 16, intituled "An Act to enlarge the Powers of the three Acts of His said Majesty King George III, for paving, cleansing, and lighting the Streets and other Public Places within the King's Town of Maidstone, in the County of Kent, and better supplying the Inhabitants with Water, and for watching the said Town, and making Public Wharfs therein."

An Act passed in the 5th year of the reign of His late Majesty King George IV, chap. 109, intituled "An Act for erecting New Market places within the Town of Maidstone, in the County of Kent, and for better regulating and maintaining the said Markets."

And it is also intended to apply for powers in the said Bill to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is intended to apply for powers in the said Bill for making and maintaining a cut, pipe, or aqueduct, commencing at the said river Medway, near to and on the west side of the said bridge over the said river at East Farleigh, and terminating at the intended pumping station hereinafter mentioned. Another cut, pipe, or aqueduct, commencing at the said intended pumping station, and terminating at the said firstly described intended reservoir. Another cut, pipe, or aqueduct, commencing at the said firstly described intended reservoir, and terminating at the said intended pumping station. Another cut, pipe, or aqueduct, commencing at the said intended pumping station, and terminating at the said herein secondly described intended reservoir. Another cut, pipe, or aqueduct, commencing at the said intended pumping station, and terminating at the said herein thirdly described intended reservoir; also to make and maintain a main pipe or aqueduct, commencing at the said intended pumping station, and terminating at the said herein fifthly described intended reservoir. Another main pipe or aqueduct, commencing by a junction with the said last-mentioned main pipe or aqueduct near to where the said cross-road crosses Farleigh-lane, and terminating at the said fourthly described reservoir. Another main pipe or aqueduct, commencing at the said herein fifthly described intended reservoir, and terminating at the west end of High-street, in the town of Maidstone. Another main pipe or aqueduct, commencing at the herein fourthly described intended reservoir, and terminating by a junction with the said lastly described main pipe or aqueduct between Barming-heath and Maidstone, and near to where the before-mentioned cross-road from Barming to Maidstone joins the Tunbridge and Maidstone turnpike-road. Another main pipe or aqueduct, commencing at the herein fifthly described reservoir, and terminating at a place called Chatham-hill, on or near to the road from Chatham to Rainham. And also another main pipe or aqueduct, commencing with a junction with the said lastly described

main pipe or aqueduct in High-street, in the city of Rochester, and terminating at a point in the said road from Strood to Hoo, where the said road crosses the tunnel of the North Kent Railway.

And it is intended to apply for powers in the said Bill to take a supply of water from the river Medway at a point where the said firstly herein described cut, pipe, or aqueduct joins the said river, and to divert water from the said river Medway, and to cause water from the said river to flow into the said cuts, main pipes, aqueducts, and reservoirs, or some of them. And it is also intended to apply for powers in the said Bill to make and maintain a wharf, engine-house, and pumping station in the parish of Barming, at or near to the said bridge at East Farleigh, and between the said river and the Maidstone branch of the South Eastern Railway.

And it is also intended to apply for powers in the said Bill to lay and maintain electric telegraph wires, or cables, in the trenches in which the said main pipes or aqueducts will be laid.

And notice is hereby further given, that the said works are intended to be made and maintained in or through the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, East Farleigh, West Farleigh, Maidstone, Barming, West Barming, Teston, Boxley, Nettlestead, East Malling, West Malling, Allington, Ditton, Snodland, Aylesford, Burham, Wouldham, St. Margaret's, Rochester; St. Nicholas, Rochester; St. Clement's, Rochester; St. Mary's, Rochester; the Precincts of the Cathedral of Rochester; Strood, Strood Extra, Chatham, Luton, Gillingham, Brompton, New Brompton, and Frindsbury, all in the county of Kent.

And notice is hereby further given, that duplicate plans, and sections of the intended works, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and that, on or before the 30th day of November instant, a copy of so much of the said plans and sections as relate to each parish in or through which the works are intended to be made or maintained, or in which any lands or houses intended to be taken are situate, together with a copy of so much of the book of reference as relates to such parish, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parish at his residence, and, in the case of any extra-parochial place, with a parish clerk of some parish immediately adjoining thereto, at his residence.

Dated 17th November, 1859.

*Leakey, Chapman, and Clarke, 24, Lincoln's-Inn-Fields, Parliamentary Agents and Solicitors, London.*

*King and Hughes, Maidstone, Solicitors.*

#### Windsor Forest Turnpike-road.

(Continuation of Term, Repeal or Amendment of Act, and Alteration of Tolls.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to continue and extend the term, and to alter, amend, and enlarge some of the powers and provisions of an Act passed in the third year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually repairing and improving the road from a place called the Old Gallows, in the parish



of Sonning, otherwise Sunning, in the county of Berks, through Wokingham, New Bracknowl, and Sunning-hill, to Virginia Water, in the parish of Egham, in the County of Surrey," or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof.

And notice is hereby further given, that it is intended to apply for powers to levy and collect tolls, rates, or duties, upon the said road, to alter or vary the existing tolls, rates, or duties, to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to confer, vary, or extinguish, other rights and privileges.

And it is intended by the said Act to alter or vary the application of the money arising from the tolls, rates, or duties to be levied and collected upon the said road, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing on the credit of the tolls, rates, or duties levied and collected upon the said road, and to pay off, compound, or make other arrangements with respect to the existing mortgages, debts, and charges on the said road, and the tolls, rates, or duties, and to provide for altering the present and fixing the future rate of interest payable in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and to make other provisions with respect to the existing or unclaimed debts, and with respect to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and liabilities on the said road, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorised to be levied and collected upon the said road, and to such other matters as Parliament shall deem proper or necessary.

And notice is hereby also given, that printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 5th day of November, 1859.

*John L. Roberts*, Solicitor and Clerk to the Trustees, Wokingham.

*Walmisley and Son*, Parliamentary Agents, 5, Victoria-street, Westminster Abbey.

In Parliament.—Session 1860.

United Gas Consumers' Company (Limited).

(Powers for Supplying Gas to Paddington, Marylebone, St. Pancras, and other Parishes in the Metropolis.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof, for leave to bring in a Bill to enable "The United Gas Consumers' Company (Limited)" to supply gas for public and private purposes within the following parishes, or some part or parts thereof respectively (that is to say):—Paddington, Marylebone, St. Pancras, Hampstead, Islington, Hornsey, Stoke Newington, Highgate, Bethnal-green, and Hackney, all in the county of Middlesex.

The Bill will, for the purposes thereof, confer upon the Company the following, or some of the following, among other powers:—

To erect and maintain gas works, with all necessary buildings, retorts, machinery, apparatus, and conveniences, upon the following pieces or parcels

of land, or any part or parts thereof respectively, namely,—

(1.) Land in the parishes of Hammersmith and Fulham, in the county of Middlesex, or in one of those parishes, belonging to the trustees of the Catholic Cemetery, and as to part in the occupation of John Salter, and as to the other part (whereon a dwelling house has been erected), and in the occupation of John Boulton Vaughan, such land being bounded as follows; namely, on the north by the ground set apart and used as a Catholic Cemetery, on the south by the Grand Junction Canal and the towing path thereof, on the east by the wall separating it from land belonging to the Kensal-green General Cemetery Company, and on the west by Mitre-lane.

(2.) Land in the said parish of Hammersmith belonging to the Great Western Railway Company, and whereon gas works are in course of erection, such land having been formerly let on lease to John Boulton Vaughan, and subsequently sublet to Henry Vavasseur, and being bounded on the north and the west by the Great Western Railway and works connected therewith, on the south and east by meadow land belonging to the said Railway Company, and in the occupation of Ann Elizabeth Ireland.

To purchase and hold land, and to take the same on lease, and to manufacture gas, and to sell and dispose of the coke and any other residuum and products arising from such manufacture, and to lay down and maintain mains, pipes, and other works in, through, across, and under, and for that purpose to break up and interfere with streets, roads, lanes, and other public passages and places within the before-mentioned parishes, and within such parts of the parishes of Willesden, Hammersmith, St. Luke's, Chelsea, and St. Mary Abbots Kensington, as may be necessary, and also to interfere with sewers, drains, water pipes, and gas pipes, within the limits of the Bill, and within any of the parishes hereinbefore named.

To levy rates, rents, and charges for the sale and supply of gas, and the sale and hire of gas meters and fittings.

To enable the Company to contract and agree with any District Board, Vestry, or other public body, for and with respect to a supply of gas for public purposes, and in like manner to contract and agree for supplying gas to any railway or other Company, and to confer upon any such District Board, Vestry, or other public body, and upon any such railway or other Company, all necessary powers for enabling them to enter into and fulfil any such contract or agreement, and to this extent the Bill will or may amend the Act or Acts relating to any such Company.

To incorporate with the Bill all or some of the provisions of "The Gas Works Clauses Act, 1847," and, if need be, to amend "The Metropolis Local Management Act, 1855," and of any local and personal Acts in force within any part of the limits of the said Bill.

To confer upon the Company other rights and privileges, and to vary and extinguish all such existing rights and privileges as may be necessary in the attainment of any of the objects of the Bill.

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

Dated this 19th day of November, 1859.

*Ashurst Son, and Morris*, 6, Old Jewry,  
Solicitors to the Bill.



## Upsall, Normanby and Ormesby Railway.

Incorporation of Company; Construction of Railways and Shipping Places on the River Tees; Traffic Arrangements, and other purposes.

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session for a Bill in order to obtain an Act for all or some of the following purposes (that is to say)—

To incorporate a Company (hereinafter called the Company) to execute the powers of the said Bill.

To enable the Company to make and maintain the railways and works hereinafter mentioned or referred to, with all necessary and proper stations, bridges, culverts, cuts, embankments, approaches, jetties, staiths, landing places, shipping places, engines, machinery and other works and conveniences connected therewith or relating thereto (that is to say)—

1. A line of railway commencing in or near a plantation called East Dibdale Plantation, belonging to the Reverend William Ward Jackson, in the township of Upsall in the parish of Ormesby, at a point about 23 chains in a north-easterly direction from West Upsall Farm House, and terminating in the township of Normanby and parish of Ormesby, in the North Riding of the county of York, by a junction with the Middlesbrough and Redcar branch of the Stockton and Darlington Railway, at a point about 18 chains to the north-eastward of the Station House of the Cleveland Port Station on such branch railway.

2. A line of railway commencing by a junction with the first-mentioned line of railway, near the north-western extremity of Spring Wood, in the township of Normanby, and terminating in the township of Ormesby, at a point 16 chains or thereabouts in an easterly direction from a farm house called Long Bank Farm, all in the parish of Ormesby, in the North Riding of the county of York.

3. A line of railway commencing from and out of the said first-mentioned line of railway in a field belonging to the Reverend William Ward Jackson, at a point 20 chains or thereabouts in a south-westerly direction from a building or place called "Old Forest Farm," in the township of Normanby and parish of Ormesby, in the North Riding of the county of York, and terminating on the south side or shore of the river Tees, in the same township and parish, at or near low water mark of ordinary spring tides at a point 27 chains or thereabouts north-eastward of Cargo Fleet Point, all which said railways, shipping places and works will pass and be made and maintained from, in, through or into the townships, parishes and extra-parochial or other places following (that is to say) Upsall, Normanby, and Ormesby, or some of them, all in the North Riding of the county of York.

4. To authorise the construction of shipping places at or near the said terminus of the said thirdly-mentioned intended railway on the south side or shore of the river Tees, together with all necessary and proper landing-places, jetties, staiths, drops, wharfs, cranes, machinery, and works connected therewith, which said shipping places and other works will be situate in the township of Normanby and parish of Ormesby, in the North Riding of the county of York.

To authorise the Company to the reasonable satisfaction of the Lords of the Admiralty and the Tees Conservancy Commissioners, or either of them, to dredge or otherwise deepen so much and such parts of the bed and shore of the river Tees as such Company may deem requisite, and

the Lords of the Admiralty and the Tees Conservancy Commissioners, or either of them, shall approve for the purpose of keeping and preserving a sufficient depth of water for the efficient working and use of the said intended shipping places and works.

To authorise the Company and the Tees Conservancy Commissioners to enter into such arrangements as may be or may have been mutually agreed upon for the exercise by those Commissioners of the right of supervision over the execution of so much of the intended works below high water mark of the river Tees as shall be requisite to be done within the limits of their jurisdiction, and for the dredging, deepening, and keeping open of the navigation of the river Tees to and from the said intended shipping places, at the expense of the Company, by such annual or other payments as shall be mutually agreed upon, and subject to such bye-laws and regulations in regard to the navigation, use and powers of improvement of the river Tees as the Tees Conservancy Commissioners can lawfully make and exercise.

To authorise the Company to raise money by the creation of shares or stock and by borrowing.

To authorise the Company to purchase compulsorily lands and houses and part of the bed and shore of the river Tees, and other property to be defined upon the plans and described in the books of reference hereinafter mentioned, and to purchase other lands and houses by agreement.

To alter, vary and extinguish all such rights and privileges as may be inconsistent with or would interfere with or in anywise impede the carrying out of all or any of the objects and purposes of the said Bill.

To levy tolls, rates and duties for or in respect of or relating to the use of the said intended railways, shipping places and works, to alter existing tolls, rates and duties, to confer, vary and extinguish exemptions from payment of tolls, rates and duties, and to confer other rights and privileges.

To alter, cross, vary, stop up, and divert turnpike and other roads, highways, railways, tramways, streams, waters and watercourses with which it may be necessary or expedient to interfere in the construction of the said intended railways, shipping places and works, or any of them.

To incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks and Piers Clauses Act, 1847," or some of them.

To authorise arrangements between the Company and the Stockton and Darlington Railway Company with respect to working the traffic to, from and over the intended railways or any part thereof, and the Stockton and Darlington Railway, and the supply and use of rolling stock by both or either of the said Companies for that purpose, and the rates and charges to be made by both Companies in respect thereof, and the apportionment of such rates and charges between the two Companies.

And it is intended by the said Bill, so far as may be requisite or expedient for carrying out the objects and purposes of the said Bill, to alter and amend the provisions of all or some or one of the Acts of Parliament, local and personal, following, that is to say, "The Stockton and Darlington Railway Amalgamation Act, 1858," "The

Stockton and Darlington Railway (Durham Line, &c.) Act, 1858," "The Stockton and Darlington Railway (North Biding Lines) Act, 1858," "The Stockton and Darlington Railway Act, 1859," "The Tees Conservancy and Stockton Dock Act, 1852," "The Tees Conservancy Act, 1854," and "The Tees Conservancy Act, 1858," and all other Acts of Parliament, the powers of which will in any way be varied, amended or repealed by virtue of the provisions of the said Bill, and also, if need be, to alter the tolls, rates and charges authorised to be levied by any of such Acts, and to authorise the said Companies and Corporations, or any of them, to levy new tolls, rates, and charges.

And notice is hereby given that maps, plans and sections describing the direction line and levels of the said intended railways, shipping places and works, and the lands, houses and other property which may be taken for the purposes thereof respectively, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses; and also a copy of this notice, as published in the London Gazette, will be deposited on or before the thirtieth day of November, 1859, with the Clerk of the Peace of the North Biding of the county of York, at his office in Northallerton, in the said North Biding; and that on or before the same thirtieth day of November, a copy of so much of the said plans, sections and book of reference, as relates to each of the parishes or extra-parochial places, in or through which the said intended railways, shipping places and works are proposed to be made; and also a copy of the said Gazette notice will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining to such extra-parochial place, at his residence.

Printed copies of the Bill so to be applied for will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December, 1859.

Dated this fifth day of November, 1859.

*Bell, Steward, and Lloyd, 49, Lincoln's-inn-fields, London;*

*I. H. and R. Tyas, 13, Beaufort Buildings, London.*

#### North Eastern Railway.

(Power to Construct Branch Railways from Blaydon to Conside; to Raise further Money; to Enter into Agreements with the Newcastle-upon-Tyne and Carlisle Railway Company for the Use of their Railway; Extension of Time for Purchase of Lands for, and Construction of, Lanchester Valley Branch; Abandonment of Part, and Power to Make Agreements for the Use of Other Part of the Stockton and Darlington and Newcastle and Carlisle Union Railway; Provisions as to Tolls on Coals for Shipment Reserved to Landowners on North Shields Railway; Amendment of Acts; and other Purposes.)

**N**OTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to enable the North Eastern Railway Company (hereinafter called the Company) to make and maintain the railways following, with all proper stations, works, conveniences, and approaches, that is to say—

Firstly—A railway commencing by a junction with the Newcastle-upon-Tyne and Carlisle Rail-

way, hereinafter called the Newcastle and Carlisle Railway, at or near to a point about thirty yards westwards of the western abutment of the bridge, called the Scotswood Railway Bridge, by which that railway is carried over the river Tyne, in the township of Winlaton, and parish of Winlaton, in the county of Durham, and thence passing through, into, from, and in the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Winlaton, Blaydon, Stella, Whickham, Fell Side, Low Hand, Swallowwell, Chopwell, Tanfield, Beamish, Burnop Field, Lintz Green, Shield Row, Tantoby, Lamesley, Chester-le-Street, Lanchester, Burnhope and Hamsteels, Greencroft, Holmside, Benfieldside, Esp Green, Kyo, Langley and Rowley, Billingside, Biggin, Butsfield, Collierly, Dipton, Collierly-Dykes, Pontop, Cornsary, Satley, Ebchester, Iveston, Medomsley, Conside, and Knitsley, Esh, Headley-Hope, and Healyfield, all in the said county of Durham, and terminating by a junction with the Lanchester Valley Branch Railway authorised by "The North Eastern Railway Company's (Lanchester Valley Branch) Act, 1857," in a field in the township of Conside and Knitsley, and Chapelry, of Medomsley, and parish of Lanchester, in the said county of Durham, numbered 50 on the plans relating to the said Lanchester Valley Branch Railway, deposited with the Clerk of the Peace for the county of Durham, in the month of November, 1856.

Secondly—A railway commencing by a junction with the said firstly proposed railway, in a field in the township and parish of Winlaton aforesaid, belonging to Charles Towneley, Esquire, and in the occupation of George Hepple Ramsey, and terminating by a junction with the branch of the Newcastle and Carlisle Railway from Blaydon to Redheugh, at or near to the point where a certain occupation road crosses that branch, about twenty yards west of the  $3\frac{1}{2}$  mile post from Redheugh, which said secondly proposed railway will be wholly situate in the township and parish of Winlaton, in the said county of Durham.

Thirdly—A railway commencing by a junction with the said Lanchester Valley Branch Railway, in a field numbered 45 on the said deposited plans thereof, and terminating by a junction with the Stockton and Darlington Railway, at a point about 17 chains south-west from where the said Lanchester Valley Branch Railway is shown on the said deposited plans thereof, as crossing under the said Stockton and Darlington Railway, which said thirdly proposed railway will be wholly situate in the said township of Conside and Knitsley, chapelry of Medomsley, and parish of Lanchester.

And in such intended Act powers will be sought to pass across, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, 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 pass across, or over, or under, or to divert, alter, or stop up, for the purposes of such proposed railways and works, or any of them, and to purchase, by compulsion or otherwise, lands and houses for the purposes of the said proposed railways 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 proposed railways and works, and to confer other rights and privileges, and also powers to levy tolls, rates, and

duties for or in respect of the use of the said proposed railways and works, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act, to authorise the Company to apply any of their existing funds, and to raise, by the creation of new shares or stock, or by borrowing a further sum of money for the purposes of the said intended Act, and to authorise the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends, or otherwise, over, or *pari passu* with, all or any other classes of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act, to authorise and enable the Company, and the Newcastle-upon-Tyne and Carlisle Railway Company, hereinafter called the Newcastle and Carlisle Company, to enter into and make agreements and arrangements for the use by the Company with their engines and carriages of the railways of the Newcastle and Carlisle Company, or so much, and such part or parts thereof respectively, as will be situate between the respective points of junction of the said firstly and secondly proposed railways with the Newcastle and Carlisle Railway, and the railways of the Company leading therefrom to Gateshead, in the said county of Durham, and at Newcastle-upon-Tyne respectively, and as it will be necessary, or desirable, to use, in order to obtain access to and from the railways of the Company from and to the said intended railways respectively, and to convey traffic to, from, and over the same railways and intended railways respectively, and exchange traffic with the Newcastle and Carlisle Company, and also for the use of the stations, station-yards, sidings, platforms, booking and other offices, works, warehouses, buildings, roads, approaches, watering places, water, conveniences and accommodations of, or belonging to, or used with the said Newcastle and Carlisle Railway, or such portions thereof as aforesaid, and also for the use by the Newcastle and Carlisle Company of the said intended railways, and the railways of the Company, or any of them, and the stations, station-yards, sidings, booking and other offices, works, buildings, watering-places, water, conveniences and accommodations of, or belonging to, or used therewith respectively, upon such terms and conditions, and upon payment of such tolls, rates, or charges, or for such other consideration, either annual or in gross, as may be agreed upon between the Company, and the Newcastle and Carlisle Company;— and the said intended Act will contain provisions to compel the Newcastle and Carlisle Company to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic from and to and over their railways to and from the North-Eastern Railway and the said intended railways; and to alter and restrict the tolls, rates, and charges now leviable, and to fix and determine the tolls, rates and charges to be hereafter taken upon or in respect of the said railways, portions of railway, stations, and works respectively; and to authorise the Company to levy and take the same, or any other tolls, rates, and charges in respect thereof, and to confer exemptions from such tolls, rates, and charges, and to confer, vary, and extinguish other rights, privileges, and exemptions.

And it is proposed by the said intended Act to extend the time limited by "The North-

Eastern Railway Company's (Lanchester Valley Branch) Act, 1857," for the purchase of lands and houses for, and for the construction of the Branch Line and Works in connection therewith, by that Act authorised, and for amending the provisions of that Act in relation to the said branch.

And it is proposed by such intended Act to enable the Stockton and Darlington and Newcastle and Carlisle Union Railway Company, hereinafter called the Union Railway Company, to abandon the construction of so much of their Railway, authorised in the year 1856, as will be rendered unnecessary by the construction of the said proposed railways, or as it may be desirable not to construct, and to repeal all or some of the powers, authorities, and obligations conferred or imposed on the Union Railway Company in reference thereto, and to enable that Company to make arrangements with the Company as to the use, working, and management, or otherwise, of the executed portion of the railway of the said Union Railway Company.

And it is also proposed by the said intended Act to amend, explain, alter, limit, or repeal the provisions contained in any of the Acts of Parliament hereinafter mentioned, relating to or affecting the Company, or in any other Act of Parliament, in reference to any allowance or payment to the owners of lands through which the Newcastle and North Shields Railway is made, and adjoining thereto, in respect of coals carried or conveyed on that railway for shipment, and to confer other powers in lieu thereof.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed railways and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of the said proposed lines of railway, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railways and works are intended to be made, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some adjoining parish at his place of abode.

And it is also proposed by the said intended Act to alter, amend, extend, and enlarge, some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say) 6 William 4, caps. 76 and 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., Session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91, and

100, and the several Acts in such Acts respectively, or any of them recited or referred to, relating to the Company, and 10 George IV., cap. 72; 2 William IV., cap. 92; 5 William IV., cap. 31; 1 Victoria, cap. 23; 4 and 5 Vic., cap. 44; 9 and 10 Vic., cap. 394; 12 and 13 Vic., cap. 43; 13 and 14 Vic., cap. 72; and 17 Vic., cap. 57, and any Acts therein recited or referred to, relating to the Newcastle and Carlisle Company, and 19 and 20 Vic., cap. 94, relating to the Union Railway Company.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1859.

*Richardson, Gutch, and Richardson, Solicitors, York.*

#### Henley-in-Arden Railway.

(Incorporation of Company; Powers to construct a railway from the Birmingham and Oxford Junction Railway at Rowington, to Henley-in-Arden, in the county of Warwick; Power to the Great Western Railway Company to subscribe and to make working arrangements, &c.; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to incorporate a Company for the purpose of making and maintaining the railway following, or some part or parts thereof respectively, with all proper approaches, stations, works and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Rowington, in the county of Warwick, by a junction with the Birmingham and Oxford Junction Railway (belonging to the Great Western Railway Company) at a point thereon, ten yards or thereabouts, measured south-eastward along the said last-mentioned railway, from the south-east parapet of the bridge, carrying that railway over the road or highway leading from Lowsom Ford to Rowington Green, and terminating in the township of Henley-in-Arden, in the said county of Warwick, in or near a garden belonging to and in the occupation of John Sutton, and which garden is situated on the east side of the turnpike road leading from Henley-in-Arden to Birmingham, and near Henley-in-Arden turnpike gate on that road, which said intended railway 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, Henley-in-Arden, Wootton Wawen, Beaudesert, Preston Baggott, Lapworth, Bushwood, Old Stratford, Lowsom Ford, Finwood, and Rowington, all in the county of Warwick.

And it is also intended by the said Act, to confer upon the said Company all necessary powers for effecting all or any of the purposes following (that is to say)—

To stop up, alter, divert, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpikes or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, ferries, rivers, navigations, sewers, drains, pipes and watercourses, within the before-named parishes, townships, extra-parochial, or other places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, or break up, or otherwise interfere with, for any of the purposes of the intended railway and works.

To make lateral deviations from the line of the said intended railway and works to the extent and within the limits defined upon the plans, hereinafter mentioned, or as may be provided, in and by the said intended Act, and to purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights and privileges, for the purposes of the intended undertaking, or any part or parts thereof, and to vary or extinguish any rights or privileges connected with such lands, houses and hereditaments, and other property.

To levy tolls, rates and duties upon or in respect of the use of the intended railway and other works, and to alter existing tolls, rates and duties, and to confer, vary or extinguish, exemption from the payment of tolls, rates and duties, and to confer, vary or extinguish, other rights and privileges.

And it is also proposed by the said intended Act to authorize the Great Western Railway Company to subscribe and contribute funds towards the said undertaking, or any part thereof, and to take and hold shares in the said undertaking, or any part thereof, and to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, or to raise additional capital by the creation of new shares, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond, for the purposes of the said undertaking, or any of them, and to enable the said Great Western Railway Company to vote at meetings of the Company so to be incorporated as aforesaid, and to appoint Directors of that Company.

And it is also intended by the said Act, to take powers to lay down the broad gauge.

And it is also intended by the said Act, to enable the Company so to be incorporated, and the Great Western Railway Company to make, enter into, and carry into effect, such contracts and arrangements on such terms and conditions, and subject to such restrictions as may be or may have been mutually agreed upon, by or on behalf of those Companies, with reference to the working and use of the said intended railway and works, or any part thereof; and the conduct, management, and direction of the traffic, or any portion of the traffic, upon the same; and the division and apportionment of such traffic, and the tolls, rates and charges arising therefrom, between and amongst the said two Companies, and for enabling the Company, and the said Great Western Railway Company to appoint a joint Committee for carrying into effect any such contracts or arrangements, and to exercise, by means of such joint Committee, or otherwise, such of the rights, powers, or privileges, whether with reference to the levying of tolls, rates and duties, or otherwise, now or hereafter vested in or belonging to the said Companies, and all such other rights, powers and privileges, as may be necessary or expedient for more effectually carrying into effect any such contracts or arrangements.

And it is also intended by the said Act to confirm all or any arrangements now or hereafter to be entered into between the Company and the Great Western Railway Company, with reference to all or any of the objects, and purposes before mentioned.

And notice is hereby further given, that for carrying into effect all or any or either of the above objects, it is intended to alter, amend, extend, and enlarge or repeal, as far as may be necessary or expedient for the purpose or purposes aforesaid, or any or either of them, all or some of the powers and provisions of the several Acts of Parliament relating

to, or affecting the Great Western Railway Company and their undertaking; that is to say—Local and personal Acts, 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77 and 79; 1 Vict., caps. 91 and 92 (1837) and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190 and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369 and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226 and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98 and 110; 14 and 15 Vict., caps. 48 and 81; 15 and 16 Vict., caps. 125, 133, 140, 145, 147 and 168; 16 and 17 Vict., caps. 121, 153, 175 and 212; 17 and 18 Vict., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215 and 222; 22 Vict., cap. 13; and 22 and 23 Vict., caps. 1, 76 and 120.

And notice is hereby further given, that on or before the 20th day of November instant, maps, plans and sections, describing the direction, line, and levels of the said intended railway and works, and the lands which may be taken for the purpose or purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and the occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-upon-Avon, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said intended railway and works are proposed to be made, together with a copy of this notice published as aforesaid, will be deposited as follows, that is to say, in the case of parishes, with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 11th day of November, 1859.

*T. B. Couchman*, Henley-in-Arden, Solicitor for the Bill.

*H. and W. Toogood*, 16, Parliament-street, London, Parliamentary Agents.

#### Egham and Woking Railway.

(Incorporation of Company for making Railway; Working arrangements with London and South Western, and Staines, Wokingham and Woking Railway Companies. Powers to these Companies to subscribe. Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

To make and maintain a railway, to commence in the parish of Egham, in the county of Surrey, by a junction with the railway of the Staines, Wokingham, and Woking Railway Company, at or near the post on the Staines, Wokingham, and Woking Railway, denoting 24½ miles, and to terminate in the parish of Woking, in the county of Surrey, by a junction with the main line of the London and South-Western Railway at Woking, at or near the east end of the platform of the Woking station of that railway.

Which said railway and works will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial and other places, of Egham, Chertsey, Chobham, Horsell, and Woking, or some of them, all in the county of Surrey.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways and tramroads, within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter or stop up, for the purposes of the said railway and works.

To purchase, by compulsion, and also by agreement, lands, houses, tenements and hereditaments, for the purposes of such railway and works, and to vary or extinguish, all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments, so purchased or taken.

To levy tolls, rates and duties, upon, or in respect of the intended railway and works, and to confer exemptions from the payment of such tolls, rates and duties.

To confer, vary or extinguish, other rights and privileges.

And it is also intended by the said Bill, to empower the London and South Western Railway Company, and the Staines, Wokingham, and Woking Railway Company, or either of them, and the Company, to enter into and to carry into effect, contracts, agreements and arrangements, for or with reference to the construction, maintenance, working and using, by any or either of the contracting Companies of the railways and works of the other, or others of them, or any part thereof; and with reference to the regulation, management and transmission of the traffic thereon, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, and the employment of officers and servants; and also to empower the said London and South Western Railway Company, and the said Staines, Wokingham, and Woking Railway Company, or either of them, to appoint directors in the Company, and to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company such interest, dividend, annual or other payments, as may be agreed upon between them, and to raise further capital for those purposes, by the creation of new shares or stock in their undertakings, with or without any preference or priority in payment of interest or dividend or other privileges attached thereto, and to borrow further moneys.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts following, that is to say:—Local and personal 4 and 5 William IV., cap. 88; 1 Victoria, cap. 71; 1 and 2 Victoria, cap. 27; 2 and 3 Victoria, cap. 28; 4 and 5 Victoria,

caps. 1 and 39; 7 and 8 Victoria, caps. 5, 63 and 86; 8 and 9. Victoria, caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Victoria, caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Victoria, caps. 75, 85, 87, 89, 125 and 157; 51 George III., cap. 196; 12 and 13 Victoria, caps. 33 and 34; 13 and 14 Victoria, cap. 24; 14 and 15 Victoria, cap. 83; 16 and 17 Victoria, caps. 99 and 164; 17 and 18 Victoria, caps. 186 and 208; 18 and 19 Victoria, caps. 122, 177 and 188; 19 and 20 Victoria, cap. 120; 20 and 21 Victoria, caps. 18, 24, 72, 121 and 136; 21 and 22 Victoria, caps. 56, 58, 67, 89, and 101; 22 Victoria, cap. 3; and 22 and 23 Victoria, caps. 31, 44, 81, 95 and 134; relating to the London and South Western Railway Company; and 16 and 17 Victoria, cap. 85; 18 and 19 Victoria, cap. 139; 20 and 21 Victoria, cap. 96; and 21 and 22 Victoria, cap. 58, relating to the Staines, Wokingham, and Woking Railway Company.

And notice is hereby also given, that plans and sections of the proposed railway and works with a book of reference to such plans, and a published map with the line of the proposed railway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited for public inspection, with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the same county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place in or through which the said railway and works, or any part thereof, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And Printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 11th day of November, 1859.

*S. F. Noyes*, Lincolns-inn-fields, London,  
Solicitor for the Bill.

#### Horsham and Guildford Direct Railway.

(Incorporation of Company for making a line from the Mid-Sussex Railway to the Godalming Branch of the London and South Western Railway. Powers to the London, Brighton, and South Coast Railway Company to subscribe or contribute to the undertaking. Working arrangements with the Mid-Sussex, and the London, Brighton, and South Coast Railway Companies. Running powers over portions of London and South Western Railway. Powers to use the Guildford Station of the London and South Western Railway Company; and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company for the construction and maintenance of the railway stations and works hereinafter mentioned and to effect the following purposes, or some of them (namely, a railway commencing by a double or fork junction with the Mid-Sussex Railway in the parishes of Horsham and Itchingfield, in the

county of Sussex, the junction of the southern branch of the fork being at or near a point where the said Mid-Sussex Railway crosses the enclosure numbered 7 on the deposited plan of the said "Mid-Sussex Railway, 1857," in the parish of Itchingfield, in the county of Sussex; and the junction of the northern branch of the fork being at or near a point where the said Mid-Sussex Railway crosses the wood numbered 126, on the said plan in the parish of Horsham, in the said county of Sussex, and terminating by a junction with the Godalming Branch of the London and South Western Railway, in the parish of St. Nicholas, Guildford, in the county of Surrey, at or near a point about five chains to the northward of the bridge by which the turnpike road from Guildford to Godalming crosses the said Godalming Branch Railway, which said intended railway and other works 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): Horsham, Itchingfield, Slinfold, and Rudgwick, all in the county of Sussex; and Cranley, Dunsford, Womersley, Bramley, Shalford, and St. Nicholas (Guildford), all in the county of Surrey.

To stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways and right of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses, within the parishes, townships, and extra parochial or other places, or any of them, which it may be necessary to stop up, cross, divert, or alter for the purposes of the intended railway and other works, or other the purposes of the proposed Bill.

To purchase by compulsion, or otherwise, lands or houses, for the purposes of the intended railway and works or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railway and works, or any of them; and to confer other rights and privileges.

To levy, tolls, rates, and duties for or in respect of the said proposed railway and works, and to confer such exemptions from the payment of such tolls, rates, and duties, as may be expedient.

To enable the London, Brighton, and South Coast Railway Company, out of their corporate or other funds, to take shares in, and to subscribe for or towards the making or maintaining, working, and using the said proposed railway and works, and to raise money for such several purposes or some of them, and to exchange their stock or shares for and in lieu of the shares of the proposed Company, or by such other ways and means as may be prescribed in the Bill, or Parliament may sanction.

To enable the proposed Company and the Mid-Sussex Railway Company, and the London, Brighton, and South Coast Railway Company, reciprocally, to enter into contracts, agreements, and arrangements with respect to the construction, working, and using of the said intended railway and works, and to authorize such two last-mentioned Companies, or either of them, to work and use the same or some part or portions thereof; and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the said intended railway and works, or some of them, or for the apportionment of the tolls and fares received on the said intended railway and works, or some



of them, or the payment of fixed sums in lieu thereof.

To enable the Company to be incorporated, their officers, and servants, and also all other Companies and persons lawfully using the said intended railway and works, to run over, work, and use, with their engines and carriages of every description and for the purposes of their traffic, the branch from Woking to Godalming of the said London and South-Western Railway Company, or any other part or portion of the said London and South-Western Railway Company, including the stations, booking, and other offices, and all works and conveniences connected with the said railway and stations respectively. Also to authorize, and require the London and South-Western Railway Company to afford at the Guildford Station such facilities as may be prescribed in the said Bill, and upon such terms and conditions and on payment of such tolls and charges as shall be therein mentioned, for the reception, accommodation, booking, and forwarding of the passenger and other traffic, and of the carriages of all descriptions conveying the traffic passing to, from, or over, or destined for the said intended railway, or any part thereof, so as to prevent any undue interruption, detention, or delay in the passage of the said traffic, and so far as necessary for these purposes, to modify, alter, and regulate the tolls, rates, and charges authorized to be taken by the said London and South-Western Railway Company.

To alter, amend, enlarge, or to repeal, so far as may be necessary, for the purposes aforesaid, the powers and provisions of the Mid-Sussex Railway Act, 1857, and of the Acts following relating to the London, Brighton, and South Coast Railway Company (namely): 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV., and 1st Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 127; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100 and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114, and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 133, and 143; 21 and 22 Vict., caps. 57 and 84; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134, and any other Act or Acts relating directly or indirectly to the London, Brighton, and South Coast Railway Company. And also of the Acts following, relating to the London and South-Western Railway Company, (namely): 4 and 5 Wm. IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 107 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 58, 67, 89, and 101; 22 and 23 Vict., caps. 31, 44, 95, and any other Act or Acts relating directly or indirectly to the London and South-Western Railway Company. Also to amend, repeal, or enlarge, if,

and so far as may be necessary, the Acts relating to the Portsmouth Railway Company, namely; "The Portsmouth Railway Act, 1853;" "The Portsmouth Railway (Amendment) Act, 1854;" "The Portsmouth Railway (Amendment) Act, 1855." "The Portsmouth Railway (Amendment) Act, 1857;" "The Portsmouth Railway (Amendment) Act, 1858;" and "The London and South-Western and Portsmouth Railway Amalgamation Act, 1859."

And it is intended to incorporate with such intended Act, subject to such alterations as may be needful, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845."

And notice is also hereby given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses 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 and houses, and a published map, showing the general course and direction of the said railway; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county; 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 railway and works are intended to be made, together with a copy of the said notice, will, on or before the said 30th day of November instant, be deposited with the parish clerks of those parishes respectively, at their respective residences; and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby also given, that copies of the said proposed Act for carrying out the said undertaking, will on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1859.

*Henry Carnsew*, Solicitor, 41, Parliament-street, Westminster.

*Holmes and Co.*, 18, Abingdon-street, Westminster, Parliamentary Agents.

#### Mid-Sussex and Midhurst Junction Railway (Deviation).

(Deviation of portion of line; power to London, Brighton, and South Coast Railway Company to subscribe or contribute to the undertaking working arrangements with the Mid-Sussex and the London, Brighton, and South Coast Railway Companies; extension of time and amendments of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to enable the Mid-Sussex and Midhurst Junction Railway Company to make and maintain the railway and works hereinafter mentioned, or some of them (that is to say):

1st. A line of railway, with all proper works and conveniences connected therewith, commencing in the parish of Easebourne, in the county of



Sussex, in an inclosure No. 8 on the amended deposited plan of the Mid-Sussex and Midhurst Junction Railway, 1859, and terminating in a field or inclosure in the parish of Midhurst, adjoining the southerly boundary of the burial-ground of and belonging to the Baptist Chapel, on the south side of the road leading from Midhurst to Bepton, in the parish of Midhurst, and said county of Sussex, and which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, town lands, and extra parochial or other places following, or some of them (that is to say): Easebourne, Woolavington, Cocking, and Midhurst, all in the said county of Sussex.

2nd. To abandon and relinquish the construction of that portion of the said authorised line of the Mid-Sussex and Midhurst Junction Railway which runs between the commencement of the proposed new line of railway hereinbefore firstly described, in the parish of Easebourne, and the intended termination of such authorised line, as laid down on the said deposited plan, at or near the Royal Oak, in the parishes of Cocking or Woollavington, or one of them.

3rd. To stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, highways, bridges, footpaths, ways, streams, pipes, sewers, drains, and water-courses within the parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, cross, divert, or alter for the purposes of the intended railway and works, or other the purposes of the proposed bill.

And power will be taken to effect the following purposes, or some of them, that is to say:—To purchase by compulsion or otherwise lands or houses for the purposes of the intended 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 interfere with the construction, maintenance, and use of the said proposed railway and works, and to confer other rights and privileges. To levy tolls, rates, and duties for or in respect of the said proposed railway and works, and to confer such exemptions from the payment of such tolls, rates, and duties, as may be expedient. To raise additional capital, and to borrow money for the purposes of the undertaking.

To enable the London, Brighton, and South Coast Railway Company, out of their corporate or other funds, to take shares in, and to subscribe for or towards the making, maintaining, working, and using the said proposed railway and works, and to raise money for such purposes, and to exchange part of their stock or shares for and in lieu of the shares of the said Mid-Sussex and Midhurst Junction Railway Company, or by such other ways and means as may be prescribed in the Bill or Parliament may sanction.

To enable the Mid-Sussex and Midhurst Junction Railway Company, and the Mid-Sussex Railway Company, and the London, Brighton, and South Coast Railway Company, reciprocally to enter into contracts, agreements, and arrangements, with respect to the construction, working, and using of the said intended railway and works, or some of them; and to authorise such two last-mentioned companies, or either of them, to work and use the same, or some part or portions thereof, and to regulate and manage the traffic thereon, and to agree with the Mid-Sussex and Midhurst Junction Railway Company for the payment of certain tolls or sums of money for the use of the

said intended railway and works, or some of them, or for the apportionment of the tolls and fares received on the said intended railway and works, or some of them, or the payment of fixed sums in lieu thereof.

To extend the time for the compulsory purchase of lands and houses, and for the construction of the said Mid-Sussex and Midhurst Junction Railway, granted by the Mid-Sussex and Midhurst Junction Railway Act, 1859, and works connected therewith.

To alter, amend, and enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Mid-Sussex Railway Act, 1857, the Mid-Sussex and Midhurst Junction Railway Act, 1859, and of the following Acts relating to the London, Brighton, and South Coast Railway Company, namely, 5 and 6 William IV., cap. 10; 6 and 7 William IV., cap. 121; 7 William IV., and 1 Victoria, cap. 119; 1 and 2 Victoria, cap. 20; 2 and 3 Victoria, cap. 18; 3 and 4 Victoria, cap. 127; 6 and 7 Victoria, caps. 27 and 62; 7 and 8 Victoria, caps. 67, 91, 92, and 97; 8 and 9 Victoria, caps. 52, 113, 196, 199, and 200; 9 and 10 Victoria, caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Victoria, caps. 167, 244, and 276; 11 and 12 Victoria, cap. 136; 16 and 17 Victoria, caps. 41, 86, 88, 100, and 180; 17 and 18 Victoria, caps. 61, 68, and 210; 18 and 19 Victoria, caps. 114 and 169; 19 and 20 Victoria, caps. 87, 92, and 105; 20 and 21 Victoria, caps. 60, 133, and 143; 21 and 22 Victoria, caps. 57 and 84; 22 and 23 Victoria, caps. 69, 81, 98, 112, 125, and 194, and any other Act or Acts relating directly or indirectly to the London, Brighton, and South Coast Railway Company.

To incorporate with such intended Bill, subject to such alterations as may be needful, "The Company's Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railway Clauses Consolidation Act, 1845."

And notice is also hereby given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses 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 and houses, and a published map, showing the general course and direction of the said intended railway, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Sussex, at his office, at Lewes, in the said county, 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 railway and works are intended to be made, together with a copy of the said notice, will, on or before the said 30th day of November instant, be deposited with the parish clerk of those parishes respectively, at their respective residences, and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that copies of the proposed Bill for carrying out the said undertaking will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1859.

*Henry Carnsew*, Solicitor, 41, Parliament-street, Westminster.

*Holmes & Co.*, 18, Abingdon-street, Westminster, Parliamentary Agents.

## Central London Railway and Dock.

(Power to convert the Regent's Canal into a Railway, with branches to the Great Western, London and North-Western, Great Northern and Eastern Counties Railways, and other branches; Purchase of undertaking of Regent's Canal Company; Formation of Dock at Limehouse; Power to the said Railway Companies to Contribute to the undertaking; Working arrangements with them; Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called "The Company"), and to give power to them to effect all or some of the following objects:—

To authorise the Company to construct and maintain the railways and works hereinafter mentioned, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, (that is to say):

Firstly.—A railway to commence by a junction with the Great Western Railway, in the parish of Paddington, otherwise St. Mary, Paddington, in the county of Middlesex, at or near the northern end of the principal station of that railway in that parish, and to terminate at or near the north side of the existing basin of the Company of proprietors of the Regent's Canal (hereinafter called the Canal Company), in the parish of St. Anne's, Limehouse, otherwise Limehurst, or Stepney, or one of them, and which said intended railway will pass in, through, or into the several parishes and extra-parochial and other places following, or some of them, that is to say, Paddington, otherwise St. Mary Paddington, St. Mary Borne, otherwise St. Mary-la-bonne, otherwise Mary-le-bone, St. Pancras, St. John Hampstead, Kentish Town, Camden Town, Pentonville, St. James Clerkenwell, Islington, otherwise St. Mary Islington, Newington-green, Kingsland-green, St. Leonard Shoreditch, Hoxton, Hackney, otherwise St. John Hackney, Hornsey, Cambridge-heath, St. Matthew Bethnal-green Mile-end Old-town, St. Dunstan Mile-end New-town, St. Dunstan Stebonheath, otherwise Stepney, St. George's Ratcliffe-highway, otherwise St. George's-in-the-East Ratcliffe, St. Luke, otherwise St. Luke Old-street, St. George Hanover-square, and St. Anne's Limehouse, otherwise Limehurst, all in the county of Middlesex, some or one of them, and to abandon so much of the said canal in the said parishes of St. Mary Paddington, St. Mary Borne, otherwise St. Mary-la-bonne, otherwise Mary-le-bone, and St. Pancras, or one of them, as may be rendered unnecessary by reason of the proposed railways, and also to widen, alter, and render available for the proposed railways the existing tunnels by means of which the said canal is carried through the said parishes of Paddington, St. Mary Borne, otherwise St. Mary-la-bonne, otherwise Mary-le-bone; Islington, otherwise St. Mary, Islington; and St. James, Clerkenwell.

Secondly.—A railway diverging from and out of the first mentioned intended railway in the parishes of St. Pancras and Mary-le-bone, in the county of Middlesex, or one of them, at or near the bridge across the Regent's Canal, called the Water Meeting-bridge, situate on a road called Albert-road, and terminating at or near the northern side of the Cumberland-market, in the said parish of St. Pancras, and which said railway will pass through or be situate within those parishes, or one of them.

Thirdly.—A railway diverging from and out of the first-mentioned intended railway, in the parish

of St. Pancras, in the county of Middlesex, at or near the lock on the Regent's Canal, called the Hampstead-road Lock, and terminating by a junction with the London and North-Western Railway, at or near the bridge which carries the Gloucester-road over that railway in the same parish, and which last-mentioned intended railway will pass through or be situate within the said parish of St. Pancras.

Fourthly.—A railway diverging from and out of the intended railway firstly hereinbefore described at or near the southern end of Bath-place, in the parish of St. Mary Islington, in the county of Middlesex, and terminating by a junction with the Great Northern Railway, at or near the northern end of the King's-cross station of that railway, in the parishes of St. Pancras and St. Mary Islington, or one of them, in the county of Middlesex, which last-mentioned intended railway will be situate within those parishes, or one of them.

Fifthly.—A railway diverging from and out of the first-mentioned intended railway, in the parish of St. Mary Islington, in the county of Middlesex, at or near the locks of the Regent's Canal, called the City-road Locks, and thence passing through or within the parishes or extra-parochial places of St. Mary Islington, St. Luke's Old-street, St. Leonard's Shoreditch, St. James Clerkenwell, St. Giles without Cripplegate, Cripplegate without, Cripplegate within, St. Botolph Aldgate, St. Botolph without Aldgate, St. Botolph Aldersgate, Allhallows London-Wall, Allhallows the Great, St. Stephen Coleman-street, and St. John Clerkenwell, all in the county of Middlesex or city of London, some or one of them, and terminating at or near the southern extremity of the City Basin of the Regent's Canal, in the said city.

Sixthly.—A railway diverging from and out of the intended railway firstly hereinbefore described, at or near a lock on the Regent's Canal, called Mile-end Lock, in the parishes or places of St. Dunstan Mile-end New Town, St. Dunstan Mile-end Old Town, and Stepney, or one of them, in the county of Middlesex, and terminating by a junction with the Eastern Counties Railway, at or near the point where that railway crosses the Grove-road, in the parishes or places of St. Matthew Bethnal-green; St. Dunstan Mile-end New Town; St. Dunstan Mile-end Old Town, and Stepney, or one of them, in the county of Middlesex, and which last mentioned intended railway will pass through or be situate within those parishes or places, or some of them.

To authorise the Company to construct the following dock and other works; that is to say:

Firstly.—A cut, or entrance from the River Thames commencing at or near certain stairs or landing-place on the north side of the River Thames, in the said parish of St. Anne, Limehouse, otherwise Limehurst, known by the name of "Kidney Stairs," and thence extending northwards for a distance of 350 feet or thereabouts, from the said stairs or landing-place, and terminating in the dock next hereinafter described.

Secondly.—A dock, with all necessary works and conveniences connected therewith, commencing at the northern end of the cut or entrance lastly hereinbefore described, and thence extending over and upon certain lands and property in the said parishes of St. Anne's, Limehouse, otherwise Limehurst, and Stepney, or one of them, lying to the south of the Commercial-road east, to the west of certain streets or roads called Church-row and Church-lane, to the east of certain streets or roads called London-street and Regent-street, and to the north of the River Thames.

And it is intended to enable the Company to supply the proposed dock with water from the River Thames.

To authorise the Company to construct all such stations, locks, bridges, embankments, tunnels, works, wharfs, sidings, quays, yards, stages, gates, jetties, landing-places, warehouses, sheds, cranes, dolphins, bridges, dams, sluices, culverts, drains, sewers, and other works and conveniences in connection with the several works hereinbefore described as may be necessary for effecting the objects of the proposed Act.

To divert, narrow, or stop up temporarily or permanently, the Regent's Canal, and the wharfs, towing paths, banks, and approaches thereof, and to divert into the proposed works, or some of them, the water of that canal, and also the supply of water to that canal from the Thames, and also the supply of water to that canal from the reservoir of the Canal Company in the parishes of Kingsbury, Willesden, and Hendon, in the county of Middlesex, commonly called the Brent Reservoir, all or some of which waters may, directly or indirectly, flow into the Grand Junction Canal.

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, pipes, ways, and watercourses in the several parishes aforesaid for the purposes of the intended works.

To authorise the Company to acquire the undertaking and all other the property of the Canal Company, hereinafter referred to as "the Canal Company," and their undertaking is hereinafter referred to as "the Canal," and to vest in the Company all the powers, rights, easements, and privileges of the Canal Company.

To authorise the compulsory purchase of lands houses, and hereditaments, and also the purchase and lease of lands, houses, and hereditaments by agreement, and to enable the Company to lease, sell, transfer, exchange, and convey any part of the lands, houses, and hereditaments which they may acquire under the powers of the intended Act, and which may not be required for the purposes of their undertaking.

To deviate in the construction of the proposed works from the lines and levels thereof, as shown on the plans and sections hereinafter mentioned, to the extent which shall be defined on the same, or may be authorised by the proposed Act.

To authorise the Company to levy tolls, rates, and duties for the use of the proposed railways, docks, and other works and conveniences, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

To authorise the Great Western Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Eastern Counties Railway Company (hereinafter called the four Companies), all or any of them, to subscribe towards and become shareholders in the Company, and to vote at meetings and appoint directors of the Company, and to apply for the purposes of their subscription any capital or money which they are respectively authorised to raise by the Acts relating to them respectively, or to raise money either by mortgage of their respective undertakings or by the issue of new shares with or without any preference in payment of dividend, or special privileges or advantages.

To alter, if deemed necessary, the tolls, rates,

and duties now receivable by the four Companies, or any of them.

To enable the four Companies, or any of them, either solely or jointly, to enter into contracts or arrangements with the Company with respect to the construction, maintenance, management, or use of the railways, dock, wharfs, warehouses, stations, and other works to be authorised by the intended Act, and to authorise the four Companies, or any of them, to construct a station or stations at or near thereto, for the separate use of any one of such Companies, or for the joint use of two or more of them, or to construct any part of the railways, dock, or other works, either in conjunction with the Company, or otherwise, and to apply their corporate funds, or any funds authorised to be raised by the intended Act for or towards any of such purposes.

To authorise the Company, and all or any of the four Companies, to agree for the use of one or more of the lines of the proposed railways, or of the stations thereof, for the separate accommodation of the traffic of one Company, or the joint accommodation of the traffic of several Companies, upon payment of a sum in gross, or an annual payment, whether fixed or contingent, and to carry into effect any contract or agreement made or to be made accordingly.

To empower the Company to lay down either the narrow gauge or the broad gauge, or both of such gauges, as they may deem most expedient.

And it is intended to amend, enlarge, and extend, or wholly or partly repeal the several local and personal Acts following relating to the Great Western Railway Company, viz.:—5 and 6 William IV. cap. 107; 6 Wm. IV. caps. 36, 38, 77, and 79; 1 Vict. caps. 91 and 92 (1837) and 24 and 26 (1838); 2nd Vict. cap. 27; 3rd Vict. cap. 47; 3 and 4 Vict. cap. 105; 4 and 5 Vict. cap. 41; 5 Vict. session 2, cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 and 8 Vict. cap. 68; 8 and 9 Vict. caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic. cap. 14; 9 and 10 Vict. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict. caps. 6 and 7; 13 and 14 Vict. caps. 44, 98, and 110; 14 and 15 Vict. caps. 48 and 81; 15 and 16 Vict. caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vict. caps. 121, 153, 175, and 212; and 17 and 18 Vict. caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 22 Vict. cap. 13; 22 and 23 Vict. caps. 1, 64, and 120. And also the several (local and personal) Acts following relating to the London and North-Western Railway Company, viz.—8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201, 204; 18 and 19 Vict. caps. 172, 194; 19 and 20 Vict. caps. 52, 69, 123; 20 and 21 Vict. caps. 64, 98, 108; 21 and 22 Vict. cap. 131; 22 and 23 Vict. caps. 2, 88, and 113. And also the several Acts (local and personal) relating to the Great Northern Railway Company, "The Great Northern Railway Act, 1846" (9 and 10 Vict. cap. 71); "The Great Northern Railway Company's Purchase Act, 1847" (10 and 11 Vic. cap. 148);

"The Great Northern Railway Acts Amendment and Isle of Axholme Extension Act, 1848" (11 and 12 Vict. cap. 114); "The Great Northern Railway Act (No. 1.) 1851" (14 and 15 Vict. cap. 45); "The Great Northern Company's Increase of Capital Act, 1853" (16 and 17 Vict. cap. 60); "The Great Northern Railway Act, 1855" (18 and 19 Vict. cap. 124), and "The Great Northern Railway Company (Capital) Act, 1857" (20 and 21 Vict. cap. 138); "The East Lincolnshire Railway Act, 1846" (9 and 10 Vict. cap. 88), 21 and 22 Vict. cap. 113; 22 Vict. cap. 35, and any other Acts relating to that Company. And also the several local and personal Acts relating to the Eastern Counties Railway Company, viz: 6 and 7 William IV. caps. 103 and 106; 1 and 2 Vict. cap. 81; 2 and 3 Vict. caps. 77 and 78; 3 Vict. cap. 52; 4 Vict. caps. 14 and 24; 4 and 5 Vict. cap. 42; 6 Vict. cap. 28; 7 Vict. caps. 19, 20, and 35; 7 and 8 Vict. caps. 62 and 71; 8 and 9 Vict. caps. 85, 110, and 201; 9 Vict. cap. 52; 9 and 10 Vict. caps. 258, 356, 357, and 367; 10 and 11 Vict. caps. 12, 13, 20, 92, 156, 157, and 158; 15 Vict. caps. 30, 33, 51, 65, 84, and 108; 15 and 16 Vict. cap. 184; 16 and 17 Vict. caps. 87 and 117; 17 and 18 Vict. caps. 153, 220, and 233; and 19 and 20 Vict. caps. 15, 51, and 76; 21 and 22 Vict. caps. 97 and 99. And also the several (local and personal) Acts relating to the Regent's Canal Company: 52 Geo. III, cap. 195; 53 Geo. III, cap. 32; 56 Geo. III, cap. 85; 59 Geo. III, cap. 66; 1 and 2 Geo. IV, cap. 43; 59 Geo. III, cap. 111; 7 Geo. IV, cap. 140; 14 and 15 Vict. cap. 32; 5 Geo. IV, cap. 47; and 18 and 19 Vict. cap. 95; and, if need be, the several Acts (local and personal), relating to the Grand Junction Canal Company, viz: 33 Geo. III, cap. 80; 34 Geo. III, cap. 24; 35 Geo. III, caps. 8, 43, and 85; 36 Geo. III, cap. 25; and 38 Geo. III, cap. 33; 41 Geo. III, cap. 71; 43 Geo. III, cap. 8; 45 Geo. III, cap. 68; 52 Geo. III, cap. 140; 53 Geo. III, cap. 16; 59 Geo. III, cap. 111; 7 Geo. IV, cap. 140; 7 and 8 Vict. cap. 30 (public); 51 Geo. III, cap. 169; 56 Geo. III, cap. 4.

On or before the 30th day of November, 1859, duplicate plans and sections of the intended railways, dock, and other works, together with a book of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses required for the purposes of the proposed Act, and a published map showing the direction of the intended railways, together with a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office in John Street, Bedford Row, in the parish of St. George the Martyr, in the said county, and with the Clerk of the Peace for the city of London, at his office in the said city; and copies of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place, and a copy of this notice will be deposited in the case of every such parish which is comprised in Schedule A of the Act 18 and 19 Vict. cap. 120, entitled "An Act for the better local management of the metropolis," with the vestry clerk of such parish, at his office in such parish, and in the case of every such parish or place which is comprised in Schedule B of the said Act, with the Clerk of the Board of Works of the district in which such parish is situate, at his office in such district; and in the case of every such parish as is situate in the city of London, with the parish clerk of such parish at his place of abode, and in the case of any extra-parochial place within the said city, with the parish clerk of some adjoining parish at his place of abode.

Printed copies of the intended Bill will be depo-

sited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1859.

Dated this 17th day of November, 1859.

*Upton, Upton, and Johnson, 20, Austin Friars, Solicitors.*

*Macdougall and Newall, 44, Parliament Street, Parliamentary Agents.*

In Parliament, Session 1859-1860.

Westminster Improvements.

(To alter the Constitution of the Westminster Improvement Commission; To make other provisions as to the appointment of Commissioners; To purchase lands, and houses compulsorily or by agreement, Sale and Lease of Lands discharged from incumbrances; application of Funds; Provisions as to winding-up the affairs of the Commission; Borrowing Power; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, extend and amend, or to repeal and consolidate all or some of the powers and provisions of "The Westminster Improvement Act, 1845," "The Westminster Improvement Act, 1847," "The Westminster Improvement Act, 1850," "The Westminster Improvement Act, 1853," "The Westminster Improvement Act, 1855," and "The Westminster Land Company's Act, 1855," and to effect all or some of the following purposes, (that is to say):

To alter the constitution of the Westminster Improvement Commission, and to make further and other provisions in reference to such commission, and the appointment or election of commissioners.

To empower the Westminster Improvement Commissioners, as proposed to be reconstituted, to purchase by compulsion and otherwise the lands and property necessary for the completion of the improvements by the said recited Acts or the said intended Act authorised to be made.

To vary or extinguish any rights or privileges in any manner connected with such lands and property, and of any bodies or persons claiming any interest in such lands and property, and in the property and estate of the said commissioners, and to make full provision for effectually carrying out the said improvements, and the objects and purposes of the said intended Act.

To empower the said commissioners so to be appointed under the said Bill and their mortgagees, to contract, to sell and lease, and to sell and lease with the approbation of the High Court of Chancery, and in accordance with a scheme to be settled by the said Court, all or any part of the property now or hereafter to be vested in them under the said Acts and the said intended Act, discharged from the incumbrances of mortgagees, bondholders, judgment and other creditors, and to make provision for the payment and application of the purchase-money, and for all such other acts and things as may be necessary for carrying such contract for sale and lease, or sales and leases into effect.

To make provision for regulating, fixing and declaring the several and respective rights, privileges, preferences and priorities of the several mortgagees, bondholders, judgment and other creditors.

To make provision for the winding-up of the said commission, and to enable the said commissioners, so to be appointed under the said Bill, to

exercise, so far as may be necessary for such purpose, all or any of the powers of the said Improvement Acts, to alter, divert, stop up, or enclose such parts of Orchard-street, and New Pye-street as are shown on the deposited plan and to borrow such sums of money as shall be required for the purpose of carrying into effect all or any of the objects of the said intended Bill upon the security of all property vested in them, and of the interest of the bondholders in the property and undertaking of the said commission, or any or either of them, or in such manner as shall be directed by Parliament, or to authorise the said commissioners to purchase lands adjacent to mortgagees' securities, and to consent to the conveyances being made to the mortgagees on the purchase-money, interest, and all other costs, charges and expenses incident thereto, being provided by such mortgagees in order that the frontages and building depths may be completed.

To incorporate, extend and apply, so far as may be necessary, all or any of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Commissioners Clauses Act, 1847."

And notice is hereby also given that on or before the 30th day of November, instant, duplicate plans of the lands and property intended to be taken under the powers of the said intended Act, together with a book 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, together with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, in the said county, and with the Clerk of the Peace for the city and liberty of Westminster, at his office at Clerkenwell aforesaid, and on or before the same day copies of such plan and book of reference will also be deposited with the Clerk of the District Board of Parishes for the Westminster District (in which district the parishes of Saint Margaret and Saint John the Evangelist, Westminster, are situate), at his office, in Great Smith Street, in the city of Westminster, for or in respect of the said parishes respectively.

And notice is hereby further given that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, in the present year.

Dated the fourteenth day of November, 1859.

*Wm. Mayhew and Salmon, 30, Great George-street, Westminster, Solicitors to the Commissioners.*

#### Cilgwrgan, Bettws, and Tregynon Road.

(Construction of Road from Cilgwrgan by Bettws to Tregynon, in the county of Montgomery, and for other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session for leave to bring in a Bill, to authorize the construction and maintenance of a turnpike road, or public highway, with bridges and approaches, and other conveniences thereto, commencing at a point on the authorized line of the Oswestry, Welchpool, and Newtown Railway, which is distant about 200 yards in a southerly direction from Cilgwrgan, in the parish of Llanmerewig, in the county of Montgomery, and thence passing along and across the turnpike road leading from Newtown to Welchpool, and to and across the

river Severn, and the Shropshire Union Canal, and thence by or near the village of Bettws to unite and terminate by a junction with the turnpike road leading from Newtown to Llanfair, at or near the point where the brook crosses the same road near the village of Tregynon, in the parish of Tregynon, all in the county of Montgomery; and in the course thereof passing from, in, through, or into the several parishes, townships, and places following, or some or one of them; that is to say, Llanmerewig, Llanllwchaearn, Aberbechan, Gwestydd, Hendidley, Cilcwen, Bettws, Bettws Cedewen, Dolforwyn, Garthgellin, Lloneithion, Uchel-dre, Tregynon, Aberhaley, Llanfechan, and Pwll Llan, all in the county of Montgomery.

And it is intended to insert in the said Bill powers for all or some of the following purposes, that is to say:

To deviate in the construction of the said road, to such an extent as will be defined on the plans thereof, to be deposited as hereinafter-mentioned, and to alter the commencement and course, or line of such road to any extent within such limits.

To form junctions with, and where necessary to cross and alter the ways, paths, rivers, canals, roads, railways, and brooks, from and across, or along, or under which the said road is intended to be made, and to take and appropriate for the purposes thereof, any part of any private or public road or highway, which may be in the line of the proposed road, or required for the purposes thereof.

To purchase by compulsion or otherwise all lands and houses required for the purposes of the said intended road, or the approaches thereto; and to vary, repeal, or extinguish all existing rights, privileges, or exemptions, in any manner connected with such lands and houses, or with the said railway and canal respectively, which would in any manner impede or interfere with the construction, maintenance, or use of the said road.

To alter, cross, vary, stop up, and divert, whether permanently or temporarily, all roads, highways, embankments, paths, bridges, canals, navigations, rivers, river banks, brooks, water-courses, drains, sewers, and pipes, situate in the said parishes, townships, or places respectively which it may be necessary to interfere with in the construction, maintenance, or use of the said intended road.

To erect toll-gates and toll-houses, and to levy tolls for the passage of vehicles, foot passengers, and animals along and over the said road, or any part thereof, and to grant, confer, or vary exemptions from such tolls, and to confer, or vary other rights, privileges and exemptions, or otherwise; to make such road repairable by the surveyors of highways of the said townships and parishes respectively, or some or one of them.

To raise money by mortgage or charge of such tolls, and by subscription or otherwise, for the purpose of constructing such road and purchasing the lands and houses for the same, and for the other usual and legal purposes of the said turnpike road or highway, and to enable the Oswestry and Newtown Railway Company, and also other Companies, bodies, bodies corporate, and persons to construct the said intended road, or any part or parts thereof, or the bridges or other works thereon or connected therewith, or any of them; and also to subscribe or lend money, or give houses and lands for the purposes aforesaid or any of them, and to apply existing and raise additional funds for such purposes; and to authorize Her Majesty's justices of the peace for the county of Montgomery, in quarter sessions assembled, to provide and apply funds from the county rates or public stock of the said county, for or towards the construction of the bridge over the river Severn, in



the line of the said intended road, as in the case of county bridges.

To appoint trustees or commissioners for the management of the said road, and to incorporate in the said Bill all or some of the powers and provisions of the public general Acts now in force, relating to turnpike roads in England, and all other necessary powers and provisions for carrying the objects of the said Bill into effect, and to alter, vary, repeal, or amend all or any of the powers of "The Oswestry, Welchpool, and Newtown Railway Act, 1855," and of the Act of the 4th year of the reign of His late Majesty King William IV, "For improving and maintaining certain roads in the counties of Montgomery, Merioneth, Salop, and Denbigh," and all or any of the powers now vested under or by the said last-mentioned Act, or the said other Acts, or any of them, in the trustees or commissioners of the first district of roads in the said Act of the 4th year of the reign of his said late Majesty referred to or otherwise, which would interfere with the object of the said Bill.

And notice is hereby given, that on or before the 30th day of November, in the present year, duplicate plans and sections of the said new road and works, together with a book of reference to such plans, and a copy of this notice as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the county of Montgomery, at his office at Welchpool, in the same county, and that on or before the said 30th day of November, copies of so much of such plans and sections, and book of reference as relate to each parish in or through which the said road and works respectively are intended to be made, together with a copy of this notice, as published in the *London Gazette*, will be deposited with the parish clerk of each such parish, at his usual place of abode, or in case of any extra-parochial place, with the clerk of some parish adjoining thereto.

And notice is hereby given, that printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December in the present year.

Dated this 9th day of November, 1859.

*Howell and Jones*, Welchpool, Solicitors for the Bill.

#### North Eastern and Newcastle-upon-Tyne and Carlisle Railway Companies Amalgamation.

(Arrangements as to Capital and amongst Shareholders; Powers to use Citadel Station at Carlisle, and Lines of approach thereto, and enter into agreements with the Companies owning the same; Amendment of Acts, and other Purposes.)

**N**OTICE is hereby given, that application will be made to Parliament, in the next session, for an Act for the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been or may hereafter be agreed upon, or as may be fixed or determined in and by or under the provisions of the said intended Act, of the Newcastle-upon-Tyne and Carlisle Railway Company, with and into the North Eastern Railway Company, hereinafter called "The Company," and for the union and consolidation into one undertaking, of the undertakings of such two Companies respectively, so that the undertakings, property, estate and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said two Companies respectively, or to the undertakings of any other Company, body, or persons, or to undertakings in

which the two Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works, levying of tolls, rates and duties, or otherwise, vested in and belonging to, or exercised and enjoyed by, the said Companies severally or jointly, at the time of the said amalgamation, may be vested in and belong to, and be exercised and enjoyed by, the Company as such one united and consolidated Company.

And the said Act will provide for the dissolution of the Newcastle-upon-Tyne and Carlisle Railway Company, and for the incorporation of the shareholders therein, with the Company and its shareholders, and for the appointment of directors of the Company, and for regulating, fixing, and enlarging the capital stock, and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the shareholders in the said two Companies, and of the different classes of such shareholders as amongst each other, in the capital stock of the Company, and for the fulfilment and discharge by the Company, of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said two Companies, jointly or severally, or otherwise howsoever, and capable of taking effect or being enforced at the period of such union and amalgamation, and for extending the time for the sale of, or for otherwise amending the powers of the Companies, or either of them, in reference to superfluous lands held by them or either of them.

And the said Act will also provide for or contain provisions, varying or affecting the mortgage and bond, or other debts of the said two Companies, and the security of the holders of such mortgages and bonds, and of other creditors; and also provisions altering, varying, or increasing the tolls, rates, and duties leviable by the said two Companies, or either of them, in respect of their respective undertakings, and also provisions conferring, varying, or extinguishing exemptions from the payment of such tolls, rates and duties, and other rights and privileges, and also for the division and apportionment of the proceeds of the traffic, or part of the traffic, over the railways of the said two Companies, or some parts thereof, between the said two Companies, or amongst the respective classes or sections of shareholders in the Company, for the time being, representing the shareholders in the said two Companies respectively.

And it is also proposed by the said intended Act, to authorise and enable the Company, and all other Companies and persons lawfully using their railway, to pass over and use with their own or any other engines and carriages, so much of the lines of railway belonging to the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, or either of them, as are situate between the point of junction of the Newcastle-upon-Tyne and Carlisle Railway, with the Lancaster and Carlisle Railway and the Citadel station at Carlisle, and as it will be necessary to use in order to obtain convenient access to and from the said station, from and to the said Newcastle-upon-Tyne and Carlisle Railway, and to convey traffic to and from the same, and exchange traffic with the other Companies using that station and those lines of railway, or any of them; and also to authorise and enable the Company, and such other Companies and persons as aforesaid, to use the said station, together with the station yards, watering places, water, sidings, platforms, booking and other offices, works, warehouses, buildings, roads, approaches, conveniences, and accommodations of or belonging to, or used

therewith, upon such terms and conditions, and upon payment of such tolls, rates or charges, or for such other consideration, either annual or in gross, as may be agreed upon between the Company and the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, or either of them, or as shall be fixed and determined in, or by, or under the provisions of the said intended Act, and to compel the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, or either of them, and all other Companies using the said Citadel station, to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic, from and to, and over the said portions of railway and station to and from the Newcastle-upon-Tyne and Carlisle Railway, and to alter and restrict the tolls, rates, and charges now leviable, and to fix and determine the tolls, rates, and charges to be hereafter taken upon, or in respect of, the said portions of railway, station, and works, and to authorise the Company, and such other Companies and persons as aforesaid, to levy and take the same, or any other tolls, rates, and charges in respect thereof, and to enable the Company, and the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, and all other Companies using the said portions of railway and Citadel station, or any or either of them, to enter into and carry into effect such arrangements and agreements as they may think fit, in respect of the working, management, maintenance, use, and supervision by the several Companies respectively, or any or either of them, or by any committee or committees, of the said portions of railway, station, and works, or any part thereof, and of the traffic upon, or over, or in the said portions of railway and station, and upon such payment, terms, and conditions as may be mutually agreed on between the parties to any such arrangement or agreement, or as may be fixed by or under the said intended Act.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say), 10 George IV, cap. 72; 2 William IV, cap. 92; 5 William IV, cap. 31; 1 Victoria, cap. 23; 4 and 5 Vic., cap. 44; 9 and 10 Vic., cap. 394; 12 and 13 Vic., cap. 43; 13 and 14 Vic., cap. 72; and 17 Vic., cap. 57, and any Acts therein recited or referred to, relating to the Newcastle-upon-Tyne and Carlisle Railway Company—6 William IV, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., sess. 2, cap. 50; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91, and 100, respectively relating to the Company and its undertaking, "The Lancaster and Carlisle Railway Act, 1844," and the several other Acts relating to the Lancaster and Carlisle Railway Company, passed respectively in the 8th and 9th the 9th and 10th, the 12th and 13th, the 20th and 21st, the 21st and 22nd, and the 22nd and

23rd years of the reign of Her present Majesty; and "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, and the 22nd and 23rd years of the reign of Her present Majesty; and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the said intended Act or Bill, and to confer other powers in lieu thereof, and in addition thereto.

And notice is hereby given, that on or before the 23rd day of December next, printed copies of the said intended Act or Bill, will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1859.

#### Dunvant Valley Railway.

Incorporation of Company; Construction of Railways to connect the Town and Harbour of Swansea with the Llanely Railway and the South Wales Railway; powers for the Llanely Railway and Dock Company, the South Wales Railway Company, the Swansea Harbour Trustees and Swansea Corporation to subscribe, &c. to the proposed undertaking; Arrangements with the Companies; Amendment of Acts.

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 confer on such Company power to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper and suitable approaches, stations, works, and conveniences connected therewith respectively (that is to say):

1st. A railway commencing at a point in the town and franchise of Swansea, in the parish of Swansea, in the county of Glamorgan, at or near to the western boundary of the lands and property of the Swansea Harbour trustees, and 100 feet or thereabouts on the southern side of a certain tenement or dwelling-house, commonly called by the name of "Drew's House," belonging to the said Swansea Harbour trustees, and now in the occupation of the said trustees, 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), the town and franchise of Swansea, the parish of Swansea, the lower division of the parish of Swansea, the higher division of the parish of Swansea, Oystermouth, Bishopston, Lanrhidian, Lanrhidian Higher, Loughor parish, Loughor borough, Langafelach, Penderry, Penderry Higher, Llandilo-Talybont, Tyrybrenin, Gwennlais, Priskedwyn and Glynloughor, all in the county of Glamorgan, and terminating by a junction with the Llanely Railway, at a point near the northern boundary hedge of a certain field called Cæglas (part and parcel of a farm and lands called Tyn-abona), belonging or reputed to belong to John Nicholas Lucas, Esq., and now in the occupation of Richard Gregory, and situate and being in the parish of Llandilo-Talybont aforesaid, in the said county of Glamorgan.

2ndly. A railway from and out of such intended railway, commencing by a junction therewith, at or near a tavern called "Traveller's Rest," in the said town and franchise of Swansea, in the said parish of Swansea, and terminating in or near a field in the said town, franchise and parish, called



Fleming's Meadow, belonging to Ann Tenant, and occupied by John Jewell, and which said railway will pass through, or be situate in the said town and franchise of Swansea and parish of Swansea.

3rdly. A railway from and out of the intended railway firstly described, commencing by a junction therewith, at a point at or near the western side of certain commonable or waste land, commonly called Mynydd-Bach-y-Bishwell, situate in the parish of Loughor aforesaid, in the said county of Glamorgan, and terminating by a junction with the main line of the South Wales Railway, at a point 1,200 yards or thereabouts east of the Gower-road Station, on the said South Wales Railway, and at or near a certain meadow called the Pimp Quarter (being part and parcel of a farm and lands called Waun-Arlwydd, of which Henry Griffith, gentleman, is the owner or reputed owner, and William Thomas occupier), situate in the said parish of Swansea, in the county of Glamorgan aforesaid, and which said lastly-described intended railway will pass through, or be situate in the said parishes of Loughor and Swansea, in the county of Glamorgan aforesaid, or one of them.

4thly. And also a railway commencing by a junction with the intended railway thirdly described, at or near a point in a certain field called Waun-Dan-y-Ty (being part of a certain farm and lands called Waun-Arlwydd-Issa), of which the said Henry Griffiths is owner or reputed owner, and Thomas Morgan the occupier, situate in the said parish of Swansea, and county of Glamorgan, and terminating by a junction with the main line of the said South Wales Railway, at a point 600 yards or thereabouts east of the said Gower-road Station, and at or near a certain meadow called Waunfawr (being part and parcel of a farm and lands called Cefengorwydd), of which the Dowager-Countess of Dunraven is the reputed owner, and Mary Griffith the occupier, situate in the said parish of Loughor and county of Glamorgan, and which said lastly-described intended railway will pass through, or be situate in the said parishes of Swansea and Loughor, or one of them, in the said county of Glamorgan. And it is intended in such Bill to make provision for all or any of the purposes following, and to confer upon the Company to be incorporated thereby the following powers, or some of them (that is to say): To make deviations from the line and levels shown upon the plans and sections hereinafter mentioned, and to form junctions with any railways at the commencement and termination, or in the line or course of the said railways, in the several parishes, townships and extra-parochial places aforesaid, or any of them.

To cross upon the level, or under or over, or stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships and extra-parochial places before mentioned, or any of them.

To levy tolls, rates and duties upon, or for the use of such intended railways and works, and to confer, vary or extinguish exemptions from the payment of such tolls, rates or duties respectively and to alter existing tolls, rates and duties, and to confer, vary or extinguish other rights and privileges.

To purchase, make and maintain stations, sidings, wharves, warehouses, approaches, roads, and other works and conveniences within the said parishes, townships or extra-parochial places aforesaid, or any of them.

To purchase, by compulsion or agreement, the lands and houses required for the purposes of the said intended railways and the works connected therewith respectively, and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges of any Company, corporation, commissioners, trustees or persons, whether held under Act of Parliament or otherwise, which would in anywise interfere with the construction, maintenance, and use of the said intended railways and works.

To empower the Company to be incorporated by the said Bill, to lay down either the narrow gauge or the broad gauge, or both of such gauges as they may deem most expedient, or to lay down an additional rail or rails, or an additional line or lines of rails on all or any part or parts of the railways comprised in their undertaking, so as to form thereon a double or mixed gauge of 7 feet and 4 feet 8½ inches.

To enable the Company to be incorporated to enter into contracts and agreements with the Llanelly Railway and Dock Company and the South Wales Railway Company, both or either of them, with reference to the working, maintenance and use of the said intended railways, or any or either of them, or any part or parts thereof respectively, and as to the division or apportionment of the tolls thereon, and the payment to be made by the said Llanelly Railway and Dock Company and the South Wales Railway Company, or either of them, for working or using the same, or any part or parts thereof respectively, and to enable the said Llanelly Railway and Dock Company and the South Wales Railway Company, both or either of them, to enter into such contracts and agreements, and to work and use such intended railways, or any or either of them, or any part or parts thereof respectively, and to receive and levy rates and tolls in respect thereof, and to enable such respective Companies, or any two of them, or enter into, and carry into effect, such arrangements with respect to the traffic passing over to and from the said intended railways as such Companies may think proper, or as may be prescribed by the said Bill.

To enable the Company intended to be incorporated, and the Llanelly Railway and Dock Company, to enter into contracts or agreements for the joint construction, maintenance and use of a station, with suitable approaches, works and conveniences, in the said parish of Llandilo-Talybont, in the said county of Glamorgan.

And it is also intended by such Bill to enable the Llanelly Railway and Dock Company and the South Wales Railway Company, the Swansea Harbour trustees and the mayor, aldermen and burgesses of the borough of Swansea (hereinafter called the corporation), any or either of them, to contribute towards the capital of the Company, to be incorporated and to hold shares in the undertaking to be authorised by the said Bill, and for the purposes of such contribution to enable such respective Companies, trustees and corporation, any, or either of them, to apply for such purposes the capital or funds, or any part thereof, which they are authorised to raise by any of the Acts relating to such respective Companies, trustees and corporation, and to enable such respective Companies and trustees and corporation, any, or either of them, to raise further sums of money as to the Companies, by shares or by mortgage, either with or without a preference attached to such shares, and as to the trustees and corporation by mortgage or bond, as they may respectively think fit.

And it is intended, so far as may be necessary

or desirable for any of the purposes of the said Bill, to amend, extend, vary, enlarge or repeal the provisions of "The South Wales Railway Consolidation Act, 1855," and "The South Wales Railway Act, 1858," also "The Llanelly Railway and Dock Act, 1853," and the 17 and 18 Vic. cap. 150, relating either directly or indirectly to the Llanelly Railway and Dock Company; and also "The Swansea Harbour Act, 1854," "The Swansea Harbour Act, 1857," and "The Swansea Harbour Act, 1859;" and also the Act to provide for the regulation of Municipal Corporations in England and Wales, and any Act passed for amending such Act; and all other Acts which may interfere with the carrying out of the before-mentioned objects, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended railways and other works, describing the lines and levels thereof, and the lands which may be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, a published map with the lines of the railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the said county of Glamorgan, at his office at Cardiff, in the said county; and that, on or before the said 30th day of November, a copy of so much of the said plans and sections as relates to each parish in or through which the said intended railways or works are intended to pass or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining to such extra-parochial place, at his place of abode.

And notice is hereby further given, that printed copies of the said Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

*Lewis Thomas*, Solicitor, Swansea.

*John Newall*, 44, Parliament-street, London, Parliamentary Agent.

#### Wellington (Salop) Water Works.

(Incorporation of Company; Power to maintain Works for Water Supply; Increase and Regulation of Capital; and further Powers.)

**N**OTICE is hereby given, that application will be made to Parliament, in the ensuing session, for an Act to incorporate into a Company, hereinafter called "The Company," the shareholders of "The Wellington Water Works Company," together with such other persons or corporations as may become shareholders in the undertaking, of that Company, to enable the Company to regulate their capital, to fix and regulate the scale of voting, to raise further capital for the general purposes of the Company, by the creation and issue of new shares, with or without a preference attached thereto, and also to borrow money by bonds, mortgages or otherwise, on the security of all or any part of the property belonging to the Company, or to be hereafter acquired by them, and the rents, rates, assessments and duties, which they shall be authorized to levy by the said intended Act.

And provision will be made by the said intended Act for effecting the following objects, or some

of them, that is to say,—To empower the Company to continue, maintain, repair and renew, the reservoirs, aqueducts, mains, pipes and other works of, or laid down by, the said "Wellington Water Works Company," and the existing working power and sources of supply, and from time to time to extend such mains, pipes, and other works, in so far as may be necessary for supplying with water the town and inhabitants of Wellington, and any place or places within the parishes of Wellington and Wrockwardine respectively, all in the county of Salop, within a distance not exceeding five miles from the centre of the Market-place, in the said town of Wellington. To empower the Company to furnish a supply of water within such limits as aforesaid, and to levy rates and rents for such supply, and to confer, vary or extinguish, exemptions from the payment thereof.

To incorporate with the Act the provisions, or some of the provisions, of "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Water Works Clauses Act, 1847."

To empower the Company to purchase, take and hold, for the purposes of the said undertaking, by compulsion or agreement, and either by way of sale or lease, the lands, rights, privileges and easements, at present held and possessed by "The Wellington Water Works Company" under any lease or leases, or otherwise, and to enable the owners or tenants of any such lands at present under disability, to grant leases of the same for a lengthened term of years, and to vary or extinguish any rights or privileges connected with such lands, or which would interfere with the maintenance and extension of such mains, pipes, and other works as aforesaid.

To empower the Company to purchase and appropriate, for the purposes of their undertaking, springs, streams, and water rights, and to exercise such other powers and privileges, as may be expedient, or as are usually inserted in Acts of the like nature.

To enable the Company to sell their undertaking, rights, powers and privileges, by agreement, to the Wellington Improvement Commissioners, and to enable the said Commissioners to purchase, hold, and use the same, and to raise the necessary funds for so doing, and in so far as may be necessary, to alter, amend or repeal, "The Wellington (Salop) Improvement Act, 1854."

Duplicate plans and sections of the existing works of the Wellington Water Works Company, and of the lands proposed to be taken for the purposes of the said undertaking, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the land intended to be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and on or before the same day, a copy of so much of the said plans and sections as relates to each of the parishes before-mentioned, and a copy of the said Gazette notice will be deposited with the parish clerk of each such parish, at his usual place of abode.

And printed copies of the said intended Bill will be deposited on or before the 23rd day of December next, in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1859.

*Rob. D. Newill*, Wellington, Salop, Solicitor for the Bill.

## Alverstone (Isle of Wight) Waterworks.

Incorporation of Company for Supplying with Water Sandown, Lake, Shanklin, and other Places in the Parishes of Brading, Shanklin, and Newchurch, and places adjacent, in the Isle of Wight.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the supply of water to Sandown, Lake, Shanklin, and other places in the parishes of Brading, Shanklin, and Newchurch, and parts adjacent thereto, in the Isle of Wight and county of Southampton.

And for that purpose to incorporate a Company (hereinafter called the Company), and to empower such Company to make, construct, and maintain the several works hereinafter mentioned, or some of them, or some part or parts thereof, and to exercise the following amongst other powers (that is to say)—

1. A reservoir, with all necessary approaches, embankments, and other works connected therewith, on Scotchell's Brook, at or near its junction with the Alverstone Brook, between Burnt House and Black Pan Common, in the parish of Brading, in the county of Southampton, and to take, divert, intercept, impound and use for the purposes of of the Company and the intended Bill the waters of the said Scotchell's Brook.

2. A reservoir, with all necessary approaches, embankments, and other works connected therewith, near to and opposite the National School at Sandown, on land situate on the south-east side of Broad Lane at Sandown, in the said parish of Brading belonging or reputed to belong to William Baron Mew and the representatives of John Broster, deceased, and in the occupation of the said William Baron Mew and Robert Robinson, or one of them.

3. A reservoir with all necessary approaches, embankments and other works connected therewith, in or upon a field near Shanklin Church, on the north-west side of the turnpike road from Shanklin to Bonchurch, belonging or reputed to belong to Frank White Popham, Esquire, and in the occupation of George Lowe, in the parish of Shanklin, in the county of Southampton.

4. A conduit or line of pipes commencing at the said Alverstone Brook, near the bridge over the said brook at Newchurch, in the parish of Newchurch, in the said county of Southampton, and terminating in the first-mentioned reservoir at or near Burnt House aforesaid.

5. A conduit or line of pipes commencing at or near Lower Knighton Mill, in the said parish of Newchurch, and terminating by a junction with the last-named conduit or line of pipes at or near the junction of the Knighton and Alverstone Brooks.

6. A conduit or line of pipes from the first-mentioned reservoir near Burnt House aforesaid to the reservoir at Sandown secondly above mentioned.

7. A conduit or line of pipes commencing with a junction with the last-mentioned line of pipes on Lake Common, and terminating at the said reservoir in Shanklin thirdly above mentioned.

8. A conduit or line of pipes commencing at the reservoir first mentioned, near Burnt House aforesaid, and terminating at the upper reservoir on Ashley Down, in the parish of Newchurch, and which reservoir is the property of the Commissioners of "The Ryde Improvement Act, 1854."

9. For cleansing, straightening, and improving the said Alverstone Brook between the said Newchurch Bridge and the junction with the said

Scotchell's Brook, also the said Knighton Brook, between Lower Knighton Mill and Alverstone Brook, also the said Scotchell's Brook between the bridge on the road from Lake to Newport, in the parishes of Brading and Newchurch, or one or other of them, and to prevent the pollution of or other interference with the water of the said brooks, and to extinguish either wholly or in part all rights in such water.

To authorise the Company to enter into and carry into operation contracts and arrangements, with reference to the supply of water, with the local authority of any district now constituted or hereafter to be constituted under "The Local Government Act, 1858," or any other Act or Acts of Parliament, and with any other body or persons.

To make and maintain all necessary approaches, embankments, cuttings, bridges, drains, culverts, weirs, sluices, filtering beds, engines, pumps, pipes, mains, and other works and conveniences for the effectual construction, maintenance, and use of the said intended works, and for the conveyance, distribution, and supply of water within the limits of the said intended Bill.

Which said several reservoirs, conduits, pipes, mains, and other works will be situate in or pass from or through and into the several parishes, townships, and extra-parochial and other places following (that is to say), Brading, Newchurch, Sandown, Lake, Shanklin, Ashley, or some or one of them.

And it is proposed by the said intended Bill to enable the Company to take, divert, intercept, impound and use the waters or streams aforesaid, or some of them, and also all or any of the springs, streams, and waters intercepted by the lines of the said conduits or pipes, and any springs, streams or waters which may be found in the construction of the said intended works.

And it is further proposed by the said intended Bill to enable the Company to purchase by compulsion or agreement, all such lands, buildings, streams, brooks, springs of water, and other hereditaments, as may be necessary for the construction, maintenance, and use of the said works, or any of them, or any right or easement of, in, through, or over the same; and also to cross, stop up, break up, alter, or divert, temporarily or permanently, within, adjoining, or near to the several parishes, townships, and extra-parochial places aforesaid, or any of them, all turnpike and other roads, streets and highways, railways, tramways, canals, rivers, streams, watercourses, sewers, pipes, aqueducts and bridges which may be necessary or convenient so to cross, stop up, alter and divert for any of the purposes of the said intended Bill, and to vary repeal or extinguish all existing rights or privileges which would in any manner impede or interfere with the carrying into effect the objects and purposes of the said intended Bill, and to confer other rights and privileges. And it is also proposed by the said intended Bill to empower the Company to levy rates, rents, tolls and charges for the supply of water within the said several parishes, townships, and other places hereinbefore mentioned, and to grant exemptions from the payment of rents, rates, tolls, and charges, and to alter any existing tolls, rates and duties.

It is proposed to incorporate with the Bill "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847," or some part or parts of such Acts respectively.

Plans and sections describing the lines, levels and situations of the said intended reservoirs,

conduits, pipes and other works, and the streams to be diverted for the purposes of the said intended Bill, and the lands and houses proposed to be taken for such purposes, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses, together with a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, and with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, and copies of so much of the said plans, sections, and books of reference as relates to each parish or extra-parochial place in, through, or into which the works will pass or be situate with a copy of this notice will on or before the said 30th day of November instant be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that printed copies of the said Bill will be deposited on or before the 23rd day of December next in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1859.

*R. H. Wyatt*, 28, Parliament-street, Westminster,

Parliamentary Agent.

#### Farnborough and Bromley Railways.

(Incorporation of Company; Construction of Railways from Farnborough to Bromley; Powers to other Railway Companies in reference thereto; Working and other Arrangements between New Company and other Railway Companies; Power to West End of London and Crystal Palace Railway Company to relinquish portion of Extension to Farnborough Railway; Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company (herein called "the Company") for the following purposes, or some of them:

To make and maintain the following railways, or some of them (with stations, works, and conveniences connected therewith), viz.:

No. 1. A railway commencing at or near a point where the road leading from Orpington to the village of Farnborough joins the turnpike-road from London to Sevenoaks, in the parish of Farnborough, in the county of Kent, and terminating at a point adjoining the Mid-Kent (Bromley to St. Mary Cray) Railway, and works in or near a certain field now or late in the occupation of Coles Child, Esq., and adjoining Brick-kiln-lane, in the parish of Bromley, in the said county, and which said intended railway will pass from, in, through, or into the several parishes of Farnborough, Orpington, and Bromley, or some of them, in the said county of Kent.

No. 2. A railway commencing by a junction with the said last-mentioned intended railway, at or near the termination thereof, and terminating by a junction with the line of the said Mid-Kent (Bromley to St. Mary Cray) Railway, at a point distant twelve chains, or thereabouts, in a westerly direction from the bridge by which the said Mid-Kent Railway crosses Brick-kiln-lane aforesaid, which said intended railway will commence, terminate, and be situate wholly in the said parish of Bromley, in the county of Kent.

No. 3. A railway commencing by a junction with the said first-mentioned intended railway at or

near the termination thereof, and terminating in or near the Bromley Station of the said Mid-Kent (Bromley to St. Mary Cray) Railway Company, which said intended railway will commence, terminate, and be situate wholly within the said parish of Bromley, in the county of Kent.

And it is proposed by the said intended Act to empower the Company to purchase lands and houses, by compulsion or otherwise, and to vary, repeal, or extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with the construction of the said intended railways and works; to cross, stop up, alter, or divert, whether temporarily or permanently, all such roads, highways, railways, stations, and watercourses, as may be necessary for the purposes of the said intended Act; to levy tolls, rates, and charges, or to grant exemptions from the payment of tolls, rates, and charges, or any of them, and to alter existing tolls, rates, and duties, and to confer other rights and privileges; to empower the London, Chatham, and Dover, the South Eastern, the Mid-Kent, and the Mid-Kent (Bromley to St. Mary Cray) Railway Companies respectively, to contribute funds and to subscribe towards the undertaking, and to take and hold shares in the capital to be raised for the purposes of the said Act, and to apply their existing capital and funds for the time being for those purposes, or to raise other capital for the purposes thereof; to authorise contracts between the said companies, or some or one of them, and the Company with reference to the construction, maintenance, running over, working, or using the intended railways and works, or any of them, or the management of the undertaking, and of the traffic passing to, from, or over the same; the fixing, collection, apportionment, and appropriation of the tolls arising therefrom, and the payments to be made or secured by the said railway Companies, or either of them, to the Company in respect thereof; to enable the Company and all persons lawfully using their railway to use with their own engines and carriages, by agreement or on such terms as may be prescribed by the Act, so much of the Mid-Kent (Bromley to St. Mary Cray) Railway, as may be situate between the point of junction therewith and the Bromley Station thereof, to make provision for the receipt and forwarding at and from the said Bromley Station of all traffic arriving thereat, from, or destined for, the said intended railways, or any of them; to authorise the West End of London and Crystal Palace Railway Company to relinquish so much of the railway authorised by the West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854, as extends from the field No. 155, in the parish of Beckenham, in the county of Kent, on the plans referred to in the said Act, and the authorised termination thereof in the parish of Farnborough, in the said county of Kent; and to repeal all or some of the powers of and obligations upon the said Company in respect of the construction thereof; to alter, enlarge, amend or repeal all or some of the provisions of the several local and personal Acts following, viz.: 6 Wm. IV, cap. 75, and the several other Acts relating to the South Eastern Railway, the East Kent Railway Act 1853, and the several other Acts relating to the London, Chatham, and Dover Railway Company, "the Mid-Kent Railway Act 1855," and "the Mid-Kent Railway (Bromley to St. Mary Cray) Act 1856."

And notice is further given, that, on or before the 30th day of November, 1859, plans and sections of the intended railways and works, showing the line and levels thereof, together with a book of reference to such plans, containing the names

of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses required for the purposes thereof, together with a published map with the lines of the said intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone. And that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish from, in, or through which the said railway and works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his residence, and that, on or before the 23rd day of December, 1859, printed copies of the said intended bill will be deposited at the Private Bill Office of the House of Commons.

In Parliament, Session 1860.

Railway from Skegby Colliery, to form a Junction with the Nottingham and Mansfield Branch of the Midland Railway.

IT is intended to apply to Parliament, in the next session, for leave to bring in a Bill for the following, or some of the following, among other purposes:

To make and maintain a railway, with all proper stations, approaches, conveniences, junctions, and works connected therewith, commencing in the township of Sutton-in-Ashfield, in the county of Nottingham, by a junction with the main line of the Nottingham and Mansfield Branch of the Midland Railway, at a point near the station at Sutton-in-Ashfield, running through from the said junction a portion of the townships or parishes of Sutton-in-Ashfield aforesaid and Skegby, both in the county of Nottingham, to a certain colliery or coal mine, called or known by the name of the Skegby Colliery.

The Bill will authorise the purchase of lands and houses, compulsorily, for the purpose of the intended railway and works, and the levying of tolls, rates, and charges for the use of the same; and the Bill will vary or extinguish all easements, rights, and privileges which may interfere with the construction or maintainance of the same railway and works.

The Bill will either incorporate a Company for the purposes aforesaid, or it will authorize the Midland Railway Company, alone or jointly with a Company to be incorporated as aforesaid, to make and maintain the aforesaid railway, and will vest in them jointly or severally the aforesaid powers.

It will also enable them, or either of them, to supply the funds for the construction of the proposed railway and works, in such proportions and upon such conditions as the Bill may prescribe; and to apply to that purpose their existing funds or any monies which they may be now authorised to raise; and the Bill will authorise them, or either of them, to raise, for the same purpose, additional capital by shares or by borrowing, and to attach to the shares so to be raised any preference or priority of dividend, or any other advantage which the Bill may define, and it will enable them, or either of them, jointly or severally, to guarantee interest or dividends upon the capital to be raised for the purposes of the Bill.

The Bill will also enable the Midland Railway Company to enter into agreements with the Company which may be incorporated by the Bill, or the Bill will itself contain provisions with respect to the use, working, and management of the said railway and works, and the receipts and apportion-

ment of the proceeds derived from the same, and the appointment (if necessary) of joint committees of the said Companies for the purposes aforesaid; and for superintending and controlling the construction, maintenance, and use of the said railway and works, and raising the funds needful for those purposes.

The Bill will enable the said Railway Company, and the Company to be incorporated, to enter into agreements for the mutual use by the said Companies' railways and works authorised by the Bill, and of the railways and works belonging to, or under the management or control of, the said Railway Company, and for constructing branch lines or junctions between the said railway and the railways and works of the said Railway Company.

The Bill also will authorise the Company to be incorporated to enter into agreements with the said Midland Railway Company for the use of their engines, carriages, waggons, and trucks, and generally for the working of the said intended railway by the said Railway Company, or the said Company to be incorporated on such terms as may be agreed upon.

The Bill will also incorporate the provisions, or some of the provisions, of "The Company's Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railway Clauses Consolidation Act, 1845."

Duplicate plans and sections, describing the lines, situations, and levels of the proposed new line of railway, and the lands, houses, and other property in or through which it is to be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and houses, and other property which may be taken for the purpose of the said railway and works; and also a published map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Nottingham, at his office in Newark; and on or before the same day a copy of the said plans, sections, and book of reference will be deposited with the parish clerks of Sutton-in-Ashfield and Skegby aforesaid, at the respective residences of the said clerks.

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

Dated this 10th day of November, 1859.

*Augustus Frederick Sheppard*, 38, Moor-gate-street, London, Solicitor for the Bill.

Wakefield Gravitation Waterworks.

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 making and maintaining Waterworks in, and for the supply of, the borough and parish of Wakefield, and also the township of Sandal Magna, in the parish of Sandal Magna, all in the West Riding of the county of York, and for this purpose to incorporate a Company with powers to sue and be sued and all other necessary powers, and for the same purpose to make and maintain a reservoir with filtering beds at or near to and on the south-east side of the stone bridge which crosses the river Chald, otherwise Hey Beck, otherwise Haigh Beck, about 15½ chains above Old Fenton's Dam, which is situated partly in the

parish of East Ardsley, and partly in the parish of Woodkirk or West Ardsley, and partly in the parish of Dewsbury, which said reservoir and filtering beds will occupy the site of the said Old Fenton's Dam, parts of four closes of land in the parish of Wood Kirk or West Ardsley, belonging to the Earl of Cardigan, also a close of land and small wood or coppice, which are partly in the parish of Wood Kirk or West Ardsley and partly in the parish of East Ardsley, belonging to the said Earl, parts of four closes of land, which are partly in the parish of East Ardsley, partly in the parish of Wood Kirk or West Ardsley, and partly in the parish of Dewsbury, belonging to the said Earl, and parts of three closes of land and a small coppice which are partly in the parish of Wood Kirk or West Ardsley and partly in the parish of Dewsbury, belonging to the said Earl, and also to make and maintain two dams across the river Chald, otherwise Hey Beck, otherwise Haigh Beck, with sluices and other necessary works for the said waterworks, one of such dams to be at a point in the said river or beck about 31 chains above and to the north-west of the said stone bridge, and the other at a point in the said river or beck immediately above and on the north-west side of the said stone bridge.

And also to make and maintain a cut or aqueduct, commencing at the said first-mentioned dam, and terminating in the said intended reservoir, and another cut or aqueduct commencing at the said secondly mentioned dam, and terminating in the said intended reservoir, and also to make and maintain a culvert or aqueduct commencing at the said secondly mentioned dam, and terminating at a point in the said river or beck, at or near to the south-east side of the said Old Fenton's Dam, and also to make and maintain a main pipe or aqueduct commencing at the said intended reservoir, and terminating at the junction of Wentworth-terrace and Northgate in Wakefield.

And notice is hereby further given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-third day of December next, and it is intended to apply for powers in the said Bill for the compulsory purchase of lands and houses, and to amalgamate with the Wakefield Waterworks Company or any other Company, and to sell or lease the undertaking to the Wakefield Waterworks Company, and to the Corporation and Board of Health of Wakefield, and to any other corporate body, person or persons, and to purchase or take on lease the undertaking of the Wakefield Waterworks Company, and of any other Company, and to amend or repeal an Act passed in the 7th year of the reign of King William the 4th, intituled an Act "For better supplying with water the town of Wakefield and the neighbourhood thereof, in the West Riding of the county of York," an Act passed in the 4th and 5th years of the reign of Her present Majesty, intituled an Act "to enable the Wakefield Waterworks Company to raise a further sum of money," and the "Public Health Act, 1848," and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is intended to apply for powers to take a supply of water from the said river Chald, otherwise Hey Beck, otherwise Haigh Beck, at both the said intended dams, and from a stream that runs between Haigh Wood and Old Fenton's dam, and forms the boundary between the parishes of East Ardsley and Wood Kirk or West Ardsley,

and also from a small stream in the parish of Dewsbury which falls into the said river Chald, otherwise Hey Beck, otherwise Haigh Beck, just above and on the south side of the said stone bridge, and to divert the waters from the said river, Beck, and streams, and from the said Old Fenton's Dam, and cause the same to flow into the above mentioned reservoir, cuts, drain, and aqueduct, or main pipes, which waters would otherwise flow into and supply the river Calder and the Calder and Hebble Navigation and the Aire and Calder Navigation.

And it is intended to apply for powers to lay and maintain electric telegraph cables or wires in the trench in which the said aqueducts or main pipes will be laid.

And notice is hereby further given, that the said works are intended to be made and maintained in or through the several parishes, townships, townlands, and extra-parochial places following, that is to say, Sandal, Sandal Magna, Wakefield, East Ardsley, Dewsbury, Wood Kirk, or West Ardsley, Stanley-cum-Wrenthorpe, Alverthorpe, Alverthorpe-with-Thornes, Osset-cum-Gawthorpe, Soot Hill, East Moor, Newton, Stanley, Flanshaw, Thornes, Potovens, Kirkham Gate, Silcoates, Low Lathes, Park Mill, and Snape-thorpe.

And notice is hereby further given, that duplicate plans and sections of the intended works, together with a book of reference thereto, and a copy of this notice as published in the London Gazette will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield aforesaid, and that on or before the thirtieth day of November instant, a copy of so much of the said plans and sections as relate to each parish in or through which the works are intended to be made and maintained, or in which any lands or houses intended to be taken are situate, together with a copy of so much of the book of reference as relates to such parishes, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

Dated the 5th day of November, 1859.

*J. W. Westmorland*, Solicitor, Wakefield;  
*Leakey, Chapman, and Clarke*, 24, Lincoln's-inn-Fields, Parliamentary Agents.

#### London Railway Depôt and Store-Houses.

(Incorporation of Company; New Street or Approach from Victoria-street to New Markets in Smithfield, with Railway thereunder to connect them with Metropolitan Railway; Powers to New Company, Corporation of London, and Metropolitan Railway Company to contribute Funds and enter into Contracts, Tolls, Amendment of Acts, &c.)

**A** PPLICATION will be made to Parliament, next session, for an Act to incorporate a Company with all or some of the powers contained in "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," to make in connexion with the new markets in Smithfield, in the city of London, intended to be made by or under the authority of the Corporation of London, a railway depôt with storehouses and other works and conveniences, and



also a new street or approach from Victoria-street, at or near West-street, in the parish of St. Sepulchre, Middlesex, to the intended new markets, in the parish of St. Sepulchre, London, and to pass in and through those parishes, and also under the same new street. To make and lay down a railway or tramway from the Metropolitan Railway, to connect the same with the new markets, with powers to purchase lands and houses by compulsion, to levy rates, tolls, and charges, to stop up, alter, and divert, streets, sewers, and thoroughfares, in the same parishes, to appropriate and use the sites of streets and thoroughfares, and the subsoil thereof, and of other streets and thoroughfares, and to confer other rights and privileges, to enable the new Company and also the Metropolitan Railway Company, and the mayor, citizens, and commonalty, of the city of London, to contribute funds towards the said works, and to enter into contracts touching the construction, use, and management of the same, to amend the Metropolitan Railway Act, 1854, and the several other Acts relating to that railway.

Plans and sections of the intended works, with a book of reference thereto, and a published map showing the line of the intended street and railway, with a copy of this notice, will be deposited, on or before the 30th November instant, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell-green, and with the Clerk of the Peace for the city of London, at his office at the Sessions-house in the Old Bailey, and on or before the same day so much of the same plans, sections, and book of reference, as relates to each said parish, will be deposited as follows:—In respect of St. Sepulchre, Middlesex, with the Clerk of the District Board of the Holborn district, at his office, and with respect to St. Sepulchre, London, with the parish clerk, at his residence.

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

Dated this 19th day of November, 1859.

#### Highbridge Markets and Gas.

(Incorporation of Company; Establishment of Markets and Fairs; Power to Levy Market and other Tolls; to Extinguish Existing Markets, Market Tolls, Fairs, and Rights; Supply of Gas to Highbridge and Neighbourhood, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for the establishment, erection, maintenance, and regulation of markets, fairs, market-places and slaughter-houses, in and for the district comprising the town or hamlet of Highbridge, in the parishes of Burnham and Huntspill, both in the county of Somerset and the parishes or places following (that is to say):—Huntspill, Pawlett, Puriton, Woolavington, Mark, East Brent, Lympsham, South Brent, Burnham, Berrow and Brean, all in the county of Somerset, and to enable the Company so incorporated, to effect the objects following, or some of them (that is to say):—

To establish and hold a market or markets and fairs within the said district for the sale of horses, cattle, sheep, pigs, and other live stock; hay, corn, flour, meal, vegetables, fruit, meat, poultry, fish, butter, cheese, milk, and other animal and vegetable products, goods, wares, merchandize, manufactures, and other marketable commodities; and

to erect, provide, maintain, and regulate market-places, market-houses and slaughter-houses, with all requisite buildings, stables, sheds, weighing-machines, approaches, and other works and conveniences, and to provide one or more place or places for depasturing and keeping cattle resorting to or using such market and fairs, and to regulate, remove, or abolish the markets and fairs now held in and for the said district and parishes, and to purchase, rent, vary, or extinguish the markets, rates, tolls, dues and franchises, and all other rights and privileges now payable or existing within the said district and parishes, and to authorize the owners and lessees thereof to sell or lease, or grant or surrender the same to the said Company, and to prohibit the holding of markets or fairs in the streets and highways within the said district and parishes, and the hawking of marketable commodities within the said district and parishes.

The purchase by compulsion or agreement for the purposes of the said intended markets and market-places, slaughter-houses and buildings, and also for the necessary roads and approaches and depasturing fields connected therewith, certain closes of land situate and being at Highbridge, in the parish of Huntspill, in the county of Somerset, numbered respectively 497, 500, 12, and 498 in the tithe commutation map of the said parish of Huntspill, and also certain other closes of land situate and being at Highbridge, in the parish of Burnham, in the county of Somerset, numbered respectively 450, 439, and 966, 959 in the tithe commutation map of the said parish of Burnham, or some or one of such closes, and any other lands, houses, and hereditaments situate within the parishes of Burnham and Huntspill in the county of Somerset, required for the purposes of the said Bill, and to alter, vary, or extinguish all existing rights, powers and privileges connected with such lands and houses which would impede or interfere with the objects and purposes of the said Bill, and to confirm any agreement already entered into, or which may hereafter be entered into for the purchase of land for any of the purposes of the said Bill.

To levy and collect rents, rates, tolls, stallages, dues, and charges, in or in respect of the markets, market-places, market-houses, and fairs, slaughter-houses, weighing-machines, and other works and conveniences to be established and regulated under the powers of the said Bill; and to confer, vary, or extinguish exemptions from the payment thereof, and of the existing markets, tolls, stallages, rates and dues, and to confer, vary, or extinguish other rights and privileges.

To enable the Highbridge Market House Company (limited), hereinafter called the Old Company, to contribute towards the proposed undertaking, and to take and hold shares in the said Company intended to be incorporated (hereinafter called the New Company), and to enable the said Companies respectively to enter into contracts and agreements for the sale or lease to the New Company of the present market-house and buildings, or for the sale or lease to the Old Company of the proposed markets and market-places, and other works and privileges, or to amalgamate the said Companies, and so far as may be necessary for any of the purposes aforesaid, to enable either or both of the said Companies to raise and appropriate monies.

And also to enable the New Company, or a separate Company to be incorporated, to manufacture and sell gas, coke, and other substances in the town or hamlet of Highbridge within the parishes of Burnham and Huntspill, both in the county of Somerset, and also in the said parishes and districts lying in the neighbourhood thereof; and to



construct gas works on a certain close, piece, or parcel of land belonging to the representatives of the late Hannah Maria Miller deceased, and situate and being at or near Highbridge, in the county of Somerset, numbered 500 on the tithe commutation map of the said parish of Burnham, and comprised within the following limits (that is to say); bounded on or towards the north and west by a close of arable land, called the twelve acres, and a small orchard adjoining thereto, both in the occupation of William Brooks; on or towards the south and west by two orchards in the occupation of William Poole; on or towards the north and east by a close of meadow or pasture land in the occupation of Edward Saunders; and on or towards the south and east by a close of arable land in the occupation of William Coombes, together with all such roads, approaches, and conveniences connected therewith, upon or over the adjoining lands as may be necessary or required.

And it is proposed by the said intended Act to authorize the said New Company, or any other Company to be incorporated for the supply of gas within the said limits, to purchase by compulsion or agreement the said close, piece, or parcel of land, and also other lands and buildings, and to break up public and private fields, roads, streets, ways and places, and to lay down and take up pipes, and to erect lamps in the roads, streets, and highways of the said district and parishes, and to demand and take rates, rents, and charges for such supply of gas and for the hire of meters and fittings, and to grant exemptions from payment of rents, rates, and charges, and to have use and exercise all powers, rights, authorities, and privileges usually conferred upon gas companies, or which would be convenient or useful for enabling the said intended Company to carry out the objects of its incorporation, and to vary or extinguish all existing rights and privileges in any manner connected with the lands which may be purchased under the powers of the said Act, or which would prevent or interfere with the carrying into effect any of the objects or purposes of the said intended Act, and to confer other rights and privileges, and so far as may be necessary for any of the purposes aforesaid, to enable the said gas Company to raise and appropriate monies.

And it is proposed by the said intended Act to authorize contracts and agreements between the said New Company or other Company to be incorporated for supplying gas, and any Companies, trustees, commissioners, or other public bodies, officers, or persons, with respect to the lighting of any public streets, roadways, or buildings, or which may be otherwise incident to their undertaking or proper or convenient for carrying the same into execution, and to confirm, alter, or vary all or any of such contracts and agreements as may have been entered into by or on behalf of the said new or other Company to be incorporated, and other parties aforesaid prior to the passing of the said intended Act.

To incorporate in the said Bill, either wholly or in part, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Markets and Fairs Clauses Act, 1847," and "The Gas Works Clauses Act, 1847."

And notice is hereby also given, that all lands and buildings to be purchased by compulsion under the powers of the said Act, will be situate within or near the said town or hamlet of Highbridge, in the parishes of Burnham and Huntspill, in the county of Somerset, and the plans of such lands and buildings, 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 and buildings, and a copy of

this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Somerset, at his office at Wells, in the said county, and with the parish clerks of the parishes of Burnham and Huntspill, at their respective residences, and that printed copies of the Bill for effecting the purposes aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this eleventh day of November, 1859.

*B. T. Allen*, Burnham, Somerset, Solicitor for the Bill.

#### Cheltenham and Northleach Railway.

(Incorporation of Company for making a Railway from Cheltenham to Northleach, in the county of Gloucester; Working and traffic arrangements with the Oxford, Worcester and Wolverhampton, Great Western, London and North-Western, Midland, and Witney Railway Companies; Levying Tolls; Amendment of Acts; and for other purposes.)

**A** PPLICATION is intended to be made to be made to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company, and to confer upon such Company the following, or some of the following, among other powers (that is to say)—

To make and maintain all or some of the following railways, with all proper stations, approaches, conveniences, and works, namely:—

1. A railway commencing in the parish of Cheltenham, in the county of Gloucester, at or near Monson Villa, on the northern side of Albion-street, otherwise Back-street, about two chains to the eastward of the junction of such street with Henrietta-street and Dunally-street and terminating in the parish of Northleach, in the said county of Gloucester, at or near the eastern side of the turnpike-road leading from Northleach Prison to Stow-on-the-Wold, at or about twenty-nine chains from such prison, measured northwards therefrom along the said turnpike-road, which railway will pass through or into all or some of the following places (that is to say)—Cheltenham, Marle Hill, Battledown, Prestbury, Charlton Kings, Dowdeswell, Whittington, Sandywell, Sandiwell, Andoversford, Sireford, Syerford, Shipton Sollars, Shipton Sollers, Shipton Olive, Compton, Abdale, Shipton Oliffe, Pewsdown, Hampnett, Eastington, Easington, Northleach, all in the county of Gloucester.

2. A railway, commencing in the said parish of Cheltenham, at or near Monson Villa aforesaid, terminating in the said parish of Cheltenham by a junction with the Bristol and Birmingham Line of the Midland Railway Company, at or near the bridge by which the Cheltenham and Tewksbury-road is carried over the said line of railway, in such parish of Cheltenham, and which intended railway will be wholly made in such parish of Cheltenham.

3. A railway, commencing in the said parish of Cheltenham by a junction with the lastly-described intended railway, in or near an allotment belonging to Joseph Pitt, Esquire, and occupied by Isaac Lawrence, about twenty-three chains to the east of Maud's Elm, and terminating in the said parish of Cheltenham by a junction with the said Bristol and Birmingham Line of Railway, at or near the point where Wyman's Brook is carried by a culvert under such railway, which intended railway will be wholly made in the said parish of Cheltenham.

4. A railway, commencing in the said parish of Cheltenham, by a junction with the above secondly-described intended railway at or about six chains measured west from the southern extremity of Marle-hill Lake, and terminating in the said parish of Prestbury by a junction with the firstly-described intended railway about three chains measured in a north-easterly direction, from the eastern end of Marle-hill Lake; and which said intended railway will be made in the said parishes of Cheltenham and Prestbury, or one of them.

And for the purposes aforesaid to stop up, alter, or divert, temporarily or permanently, all necessary turnpike and other roads, highways, railways, tramways, canals, reservoirs, rivers, cuts, sewers, streets, waters, mains, pipes, drains, water-courses, and bridges; and to purchase by compulsion or agreement, all necessary lands, houses, and hereditaments, and to vary or extinguish any rights or privileges connected therewith; and to levy tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties. And powers will be taken in the said Bill to enable the Oxford, Worcester, and Wolverhampton, the Great Western, the London and North-Western, the Midland, and the Witney Railway Companies, or any one or more of such Companies, to make and carry into effect agreements and arrangements with the intended Company for the use and working of the said intended railways and works by the said Companies, or any one or more of them; and for the management, interchange, and regulation of the traffic on the said intended railways and works, and the collection and apportionment of the tolls and duties to arise therefrom.

And so far as may be necessary for the above purposes, powers will be taken in such Bill to alter, amend, and enlarge the powers and provisions of all or some of the local and personal Acts, following (that is to say), the 8th and 9th Vict., cap. 184; the 15th and 16th Vict., cap. 144; the 21st and 22nd Vict., cap. 123; 22nd and 23rd Vict., cap. 76; and all other local and personal Acts relating to the Oxford, Worcester, and Wolverhampton Railway Company: and the 9th and 10th Vict., caps. 204, 337, and 338; 10th and 11th Vict., cap. 154; 11th and 12th Vict., cap. 159; 15th and 16th Vict., cap. 133; and all other Acts relating to the Great Western Railway Company; the 9th and 10th Vict., caps. 82 and 233; 10th and 11th Vict., cap. 236; 16th and 17th Vict., cap. 205; 21st and 22nd Vict., cap. 131; and all other local and personal Acts relating to the London and North-Western Railway Company; the 7th and 8th Vict., caps. 18, 59; 8th and 9th Vict., cap. 90; 9th and 10th Vict., caps. 254, 326, 340; 10th and 11th Vict., cap. 270; 11th and 12th Vict., caps. 88 and 131; 14th and 15th Vict. caps. 57, 88, and 113; 16th Vict., cap. 33; 16th and 17th Vict., cap. 108; 19th and 20th Vict., caps. 54, 104; 22nd and 23rd Vict., cap. 40; and all other local and personal Acts relating to the Midland Railway Company; and 5th Geo. IV, cap. 132; 2nd Vict., cap. 25; 10th Vict., cap. 8; 15th Vict., cap. 1; 21st Vict., cap. 4; 19th and 20th Vict., cap. 30; and the 22nd and 23rd Vict., cap. 46; and to incorporate with the said intended Bill the powers and provisions of the Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," or some or one of them.

A published map and duplicate plans and sections, describing the plans and sections describing the lines and levels, of the proposed railways and works, and the lands and property to be taken for the purposes thereof, together with a book of

reference to such plans, containing the names of the owners, lessees, and occupiers, of such lands and property, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester; and, on or before the said 30th day of November copies of so much of the several plans, sections, and books of reference respectively, as relate to the several parishes and extra-parochial places in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode. And, on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 1st day of November, 1859.

*G. F. Druce*, 9, Broad-street, Oxford.

*Bullen and Ravenor*, Witney.

*Marriott and Jordan*, 1, Lancaster-place, Strand, London.

#### Northleach and Witney Railway.

(Incorporation of Company; construction of Railway from Northleach to Witney; Approach to Witney Station, Working and Traffic Arrangements with the Oxford, Worcester, and Wolverhampton, the Great Western, the London and North Western, the Midland, and the Witney Railway Companies; Levying Tolls; Amendment of Acts, and for other purposes.)

**A** PPLICATION is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to confer upon such Company the following, or some of the following, among other powers (that is to say):

To make and maintain a railway, with all proper stations, approaches, conveniences, and works, commencing in the parish of Northleach, in the county of Gloucester, at or near the eastern side of the turnpike-road leading from Northleach Prison to Stowe-on-the-Wold, at or about twenty-nine chains from such prison, measured northwards therefrom, along such turnpike-road, and terminating in the parish of Witney, in the county of Oxford, by a junction with the authorised Witney Railway, where the same is authorised to cross Coggs Brook, in or near a certain field belonging to the Bishop of Winchester and the Duke of Marlborough, and occupied by William Marriott, which railway will pass through all or some of the following places; Witney, Curbridge, Ducklington, Brizenorton, Caswell, Asthall, Asthally, Shilton, Burford, Upton, and Signett, Upton, Signett, Westwell, all in the county of Oxford; Shilton, in the county of Berks; Barrington, Great Barrington, Little Barrington, Windrush, Aldsworth, Sherborne, Farmington, Northleach, Easington, Eastington, Hampnett, all in the county of Gloucester.

To make and maintain a carriage road, commencing on the east side of the Witney and Ducklington Road, at or near the point where such road is joined by the highway leading to Curbridge, and terminating in a field abutting on the west side of the Ieaze, in the parish of Witney, which road will pass through or into the parishes or places of Ducklington, Curbridge, and Witney, all in the county of Oxford.

And for the purposes aforesaid, to stop up, alter, or divert, temporarily or permanently, all necessary turnpike and other roads, highways, railways, tramways, canals, reservoirs, rivers, cuts, sewers, pipes, drains, watercourses, and bridges: and to purchase, by compulsion or agreement, all necessary lands, houses, and hereditaments; and to vary or extinguish any rights or privileges connected therewith; and to levy tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

And powers will be taken to enable the Oxford, Worcester, and Wolverhampton, the Great Western, the London and North Western, the Midland and the Witney Railway Companies, or any one or more of such Companies, to make and carry into effect agreements and arrangements with the intended Company, for the use and working of the said intended railway and works by the said Companies or any one or more of them; and for the management, interchange, and regulation of the traffic on the said intended railway and works, and the collection and apportionment of the tolls and duties to arise therefrom.

And, so far as may be necessary for the above purposes, powers will be taken in such Bill to alter, amend, and enlarge the powers and provisions of all or some of the local and personal Acts following (that is to say)—the 8th and 9th Vic. cap. 184; the 15th and 16th Vic. cap. 144; the 21st and 22nd Vic. cap. 123; the 22nd and 23rd Vic. cap. 76; and all other local and personal Acts relating to the Oxford, Worcester, and Wolverhampton Railway Company. The 9th and 10th Vic. caps. 204, 337, 338; the 10th and 11th Vic. cap. 154; 11th and 12th Vic. cap. 159; 15th and 16th Vic. cap. 133; and all other Acts relating to the Great Western Railway Company. The 9th and 10th Vic. caps. 82 and 233; 10th and 11th Vic. cap. 236; 16th and 17th Vic. cap. 205; 21st and 22nd Vic. cap. 131; and all other local and personal Acts relating to the London and North-Western Railway Company. The 7th and 8th Vic. caps. 18 and 59; 8th and 9th Vic. cap. 90; 9th and 10th Vic. caps. 254, 326, and 340; 10th and 11th Vic. cap. 270; 11th and 12th Vic. caps. 88 and 131; 14th and 15th Vic. caps. 57, 88, and 113; 16th Vic. cap. 33; 16th and 17th Vic. cap. 108; 19th and 20th Vic. caps. 54, and 104; 22nd and 23rd Vic. cap. 40; and all other local and personal Acts relating to the Midland Railway Company. And the 22nd and 23rd Vic. cap. 46. And to incorporate with the said intended Bill the powers and provisions of "The Companies' Clauses Consolidation Act, 1845," "The Lands' Clauses Consolidation Act, 1845," "and the Railways' Clauses Consolidation Act, 1845," or some or one of them.

A published map, and duplicate plans and sections, describing the lines and levels of the proposed railway and works, and the lands and property to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands and property, and a copy of this notice, as published in the London Gazette will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Oxford, at his office in the City of Oxford; with the Clerk of the Peace for the county of Gloucester at his office in the City of Gloucester; and with the Clerk of the Peace, for the county of Berks, at his office at Abingdon; and, on or before the said 30th day of November, copies of so much of the several plans, sections, and books of reference respectively, as relate to the several parishes and extra-parochial places in or through which the said intended railway and

works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode. And, on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 1st day of November, 1859.

*G. F. Druce*, 9, Broad-street, Oxford;

*Bullen and Ravenor*, Witney;

*Marriott and Jordan*, 1, Lancaster-place, Strand, London.

Breconshire, Radnorshire, and Carmarthenshire Junction Railway.

(Construction of Railway from Llandrindod to Llandovery and Tramway at Maescefnffordd—Incorporation of Company—Power to Existing Companies to contribute—Provisions as to Capital—Arrangements with other Companies—Amendment of Acts and other Provisions.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to authorise the construction and maintenance of the railways and works following, or some or one of them, or some part thereof respectively; together with all proper and convenient stations, approaches, and other works and conveniences connected therewith respectively, that is to say:—

Firstly,—To make and maintain a railway, with all proper works and conveniences therewith, commencing by a junction with the authorised line of "The Central Wales Railway" in certain land numbered 160 on the plan referred to in "The Central Wales Railway Act, 1859," in the parish of Llanbadarnfawr, in the county of Radnor, and being at or near the point on the authorised line of the said Central Wales Railway, marked or shown on the said last-mentioned plans as being distant eighteen miles and five furlongs from the commencement thereof, at or near Knighton, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Llanbadarnfawr, Brynhyfyd, Brynhyffraeth, Cefn, Church and Cellws, Ceflws, Cefnllys, Trefonen, Llandrindod, Llandrindod township, Llandrindod parish, Llanyre, Maesgwyn, Coedlasson, Vaenor, Kilgee, Trawscoed, Nantmel, Dysserth, Dysserth parish, Dysserth township, and Trecoed, all in the county of Radnor; Llanwrthwl, Llanwrthwl upper division, Llanwrthwl lower division, Llanfihangel-bryn-pabuan, Llanfihangel, Rhosferrig, Llanafanfawr, Llanafanfawr first division, Llanafanfawr second division, Llanafanfawr third division, Llysdinam, Llanafanfawr, Llanfechan, Llanlleonfel, Llanlleonfel parish, Llanlleonfel township, Gwarafog, Llanganten, Llangammarch, Treflys, Penbualt, Gwythailon, Llanwrtyd, Clawdd-Madog, Llechweddor, Llandulas in Tir Abbott, Alas Tir Abad, and Llandulas, all in the county of Brecon; Llanfair-ar-y-bryn, Rhandir-isaf, Rhandir-canol, Rhandir-uchaf, Rhandir Abbott, Llandingat, Llandovery, Telych, Forest, and Ystrad, all in the county of Carmarthen; and terminating by a junction with the Vale of Towy Railway, at its Llandovery terminus, at or near the station thereof, at or near the town of Llandovery, in the county of Carmarthen; and also a short or loop line of railway, with all proper works and conveniences connected therewith, commencing at or near a certain spot in Bryndynad Wood,

reputed to be the property of John Powell, and in the occupation of Phillip Meredith, in the parish of Llanganten, in the county of Brecon, north-east of a weir on the river Chwefru, leading the water of the said river to Bryndynad Mill, and terminating by a junction with the said firstly described railway in a fold or yard, at a distance of twenty yards or thereabouts from a house called Cornel, reputed to be the property of Thomas Price Bligh, and in the occupation of James Phillips, and the whole of which will be in the said parish of Llanganten.

Secondly,—To enable the Company to make and maintain a railway or tramroad, with all proper works and conveniences connected therewith, commencing by a junction with the said firstly described intended railway, at or near a place called Maes-cefnnyffordd, in the county of Brecon, in a field called Cae'sgubor, in the parish of Llangammarch, and now in the occupation of James Price, and terminating in the parish of Llanafanfawr, in the said county of Brecon, at or near a spot ten yards or thereabouts south of a gate called Llidiart-gerig, on the way or road leading from Maes-cefnnyffordd to the hill or common called Allt-dinas, and passing through the parishes, townships, or places following, that is to say, Llangammarch, Llanafan-fechan, otherwise Llanfechan, Llanlleonfel, and Llanafanfawr, or one of them, in the county of Brecon.

And it is proposed by the said intended Act to take powers to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, streets, rivers, streams, brooks, sewers, pipes, canals, reservoirs, navigations, waters and watercourses, bridges, railways or tramroads, within or adjoining the said parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railways and works respectively, or any part thereof respectively.

And it is proposed by the said intended Act or Acts to take powers to purchase lands and buildings, by compulsion or agreement, for the purpose of the said intended railways and works, or any part thereof respectively, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings proposed to be taken for the purposes aforesaid, and to levy tolls, rates, and duties upon and in respect of the said railways and works, and to alter existing tolls, rates, and duties, whether leviable under the authority of any of the Acts hereinafter mentioned or referred to, or any of them, or otherwise, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby given, that on or before the thirtieth day of November, in the present year, duplicate plans and sections of the said intended railways and works respectively, together with the books of reference thereto, and also published maps, with the lines of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Radnor, at his office, at Kington, in the county of Hereford; and with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and with the Clerk of the Peace for the county of Carmarthen, at his office, at Llan-doverly; and that, on or before the said thirtieth day of November, a copy of so much of the plans and sections as relate to each parish in or through which the said railways and works respectively are intended to be made, together with a book of reference thereto, and a copy of this notice, as

published in the London Gazette, will be deposited with the parish clerk of each such parish, at his usual place of abode; or in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto.

And it is proposed by the said intended Act to incorporate a Company (hereinafter called "The Company") for the construction of the railways aforesaid, or one of them, or some part or parts thereof, or to authorise the Oswestry and Newtown Railway Company, the Llanidloes and Newtown Railway Company, the Shrewsbury and Welshpool Railway Company, the Mid-Wales Railway Company, the Central Wales Railway Company, the Vale of Towy Railway Company, the Llanelly Railway and Dock Company, the Great Western Railway Company, the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North-Western Railway Company, and the South Wales Railway Company, or any or some or one of them, to contribute towards the construction of the said intended railways respectively, or some of them, and towards the capital, and hold shares in the undertaking of the Company, and appoint directors of the Company, and for such purposes to apply any funds which they or any of them are now authorised to raise, or to raise further sums by creation of new shares in their undertakings respectively, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage, bond, and bill, or by some or one of those means, or partly by some or one of such means, and partly by others, or otherwise as may be provided for by the intended Act.

And it is proposed by the said intended Act to enable the Oswestry and Newtown, the Llanidloes and Newtown, the Shrewsbury and Welshpool, the Newtown and Machynlleth, the Mid-Wales, the Central Wales, the Great Western, the Birkenhead, Lancashire, and Cheshire Junction, the London and North-Western, and the South Wales Railway Companies, and the Llanelly Railway and Dock Company, and the Shropshire Union Railways and Canal Company, or some or one of such companies, to work the traffic upon the proposed railways, or either of them, with their respective engines and carriages, and respectively to enter into and carry into effect contracts and agreements with the Company for the interchange and forwarding of traffic passing to or from the railways of the Company, or any of them, from or to any of the railways of the said other Companies, or such of them as may be party to any such agreement, and for the division and apportionment of the tolls and profits arising from such traffic; and also to enable all or any or some or one of the said several companies to make and enter into agreements and arrangements with the others, or any or some or one of the others of them, for or in respect of the use, working, and management of their railways respectively, and the several branches, works, and conveniences belonging to the same railways respectively, or any or some or one of the same railways, branches, works, and conveniences respectively, or any or some part or parts thereof respectively, by any or either or some or one of all the said companies; also for the conveyance and management by any or either or some or one of all the said companies of the whole or any part of the traffic upon or of the said railways respectively, or any of them, or which shall arise or commence upon or pass to or from the said railways respectively, or any of them, or any part or parts thereof respectively; also for the division and apportionment of such traffic, or any part or parts thereof, between the companies entering into such agreements or

arrangements respectively; the supply of any rolling or working stock for such purposes; the management, maintenance, and repair of the said railways, or any or either of them, or any part or parts thereof respectively; the costs and expenses of such working, management, maintenance, and repairs; the collection, delivery, and general conduct of such traffic; the fixing, collecting, taking, and levying of the tolls, rates, and charges in respect thereof, and the division between the companies making or entering into such agreements or arrangements of the receipts arising from all or any part of such traffic as aforesaid upon or of which shall arise or commence upon or pass to or from the said railways respectively, or the rent or other considerations to be paid by any or either of the said last-mentioned Companies to the others or other of them in respect of any such use, working, or management, as aforesaid or otherwise; or for some or one of the several purposes or objects aforesaid, and for confirming and sanctioning any agreement or agreements which at the time of the passing of the said Act shall have been, or hereafter may be made, or entered into between the said Companies or any or either of them with any or either of the others of them for all or any of the purposes or objects aforesaid.

And it is also proposed by the said intended Act to authorise and enable all the said Companies, or any or either of them, to enter into and carry into effect contracts and agreements, for the joint construction, use, and management of stations, and suitable approaches, works, and conveniences, at or near the termini of the railways; and also for the renting and occupation, by any or either of all the Companies of any such stations, approaches, works, and conveniences, already constructed, or hereafter to be constructed, by any or all the Companies.

And it is proposed by the said intended Act, so far as it may be necessary or expedient so to do, to alter, amend, vary, extend, or repeal some or any of the provisions of the several Acts of Parliament hereinafter mentioned, that is to say, the Llanidloes and Newtown Railway Act, 1853; the Llanidloes and Newtown Railway Deviation Act, 1856; the Vale of Towy Railway Act, 1854; the Vale of Towy Railway Leasing Act, 1858; the Oswestry, Welshpool, and Newtown Railway Act, 1855; the Shrewsbury and Welshpool Railway Act, 1856; the Shrewsbury and Welshpool Railway Act, 1858; the Newtown and Machynlleth Railway Act, 1857; the Mid-Wales Railway Act, 1859; the Central Wales Railway Act, 1859; and also the several Acts following, relating to or affecting the Llanelly Railway and Dock Company, that is to say, local and personal Acts, 9th George 4th, c. 81; 3rd William 4th, c. 52; 6th William 4th, c. 96; and the Llanelly Railway and Dock Act, 1853.

And also the several Acts following relating to or affecting the Great Western Railway Company, that is to say, local and personal Acts, 5th and 6th Wm. 4th, cap. 107; 6th Wm. 4th, caps. 36, 38, 77, and 79; 1st Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Vic., cap. 27; 3rd Vic., cap. 47; 3rd and 4th Vic., cap. 105; 4th and 5th Vic., cap. 41; 5th Vic., sess. 2, cap. 28; 6th Vic., cap. 10; 7th Vic., cap. 3; 7th and 8th Vic., cap. 68 and 99; 8th and 9th Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Vic., cap. 14; 9th and 10th Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10th and 11th Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11th and 12th Vic., caps. 25, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Vic., caps. 6, 7, 55, and 85; 13th

and 14th Vic., caps. 44, 98, and 110; 14th and 15th Vic., caps. 48, 81, and 131; 15th and 16th Vic., caps. 125, 133, 140, 145, 146, 147, 165, and 168; 16th and 17th Vic., caps. 121, 153, 175, and 212; 17th and 18th Vic., caps. 108, 120, 202, and 222; and of the several Acts enumerated in the schedule thereto, relating to the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies; and 18th and 19th Vic., caps. 69 and 191; and 20th and 21st Vic., cap. 13. And also the Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852.

And also the several Acts following relating to the Shropshire Union Railways and Canal Company (that is to say), local and personal, 9th and 10th Vic., caps. 304, 322, and 323; and 10th and 11th Vic., cap. 236; and 17th and 18th Vic., cap. 179.

And also the several Acts of Parliament, or some of them, following, relating to the London and North-Western Railway Company, that is to say, local and personal Acts, 8th and 9th Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic., cap. 67; 9th and 10th Vic., caps. 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic., caps. 58, 60, and 130; 12 and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14th Vic., cap. 28; 14th and 15th Vic., cap. 94; 15th Vic., caps. 98 and 105; 16th and 17th Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vic., caps. 179, 201, and 204; 18th and 19th Vic., cap. 146; and 19th and 20th Vic., cap. 123.

And also the several Acts of Parliament, or some of them, following, relating to the South Wales Railway Company, that is to say, the South Wales Railway Act, 1845; the Amendment Act, 1846; the Amendment Act, 1847; the Extension of Time Act, 1850; the Capital Act 1850; the Capital Act, 1851; the New Works Act, 1851; the South Wales Railway Act, 1852; the Pembroke Line, &c., Act, 1853; the Deviation Act, 1853; the Leasing Act, 1853; the South Wales Railway Act, 1854; the Consolidation Act, 1855; and the South Wales Railway Act, 1858.

Printed copies of the Bill for effecting the objects specified in this notice, or some of them, will, on or before the twenty-third day of December, one thousand eight hundred and fifty-nine, be deposited in the Private Bill Office of the House of Commons.

Dated November 9th, 1859.

*Howell and Jones, Welshpool;*  
*Maybery, Williams, and Cobb, Brecon;*  
*Richard Wood, Rhaiader;*  
*S. F. Noyes, 5, Lincoln's-inn-fields,*  
Solicitors for the Bill.

#### Macclesfield Gas Supply.

(Supply of Gas to Macclesfield and the neighbourhood by Macclesfield Local Board of Health; Purchase of Macclesfield Gas Light Company's Undertaking; New and Extended Gasworks; New and altered Rates on Borough, and for supply of Gas; Power to raise Money; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to confer upon the mayor, aldermen, and burgesses of the borough of Macclesfield, in the county of

Chester, acting by the Council of the said borough as the Local Board of Health therefore, further powers for lighting with gas, and by other means, the borough of Macclesfield, in the parish of Prestbury, in the county of Chester, and to effect or enable them to effect the objects, or some of the objects hereinafter mentioned (that is say):

To purchase by agreement the undertaking, powers, property, estate and effects of the Macclesfield Gas Light Company, and to enable that Company to sell the same, and to vest the same in the said corporation or local board, and to provide for winding up the affairs of the said Company, and ultimately for their dissolution.

To maintain, alter, improve, relinquish, or remove the existing gasworks of that Company, if and when purchased by the local board, and to extend the same in and over a field adjoining thereto, situate in part in the township of Macclesfield, in the said borough, and in part in the township of Titherington, all in the parish and county aforesaid, and belonging to John Brocklehurst, Esquire, and occupied by John Scragg, and bounded on the north by lands belonging to the said John Brocklehurst, and Thomas Wardle, Esquire, on the south by land belonging to the London and North-Western Railway Company, and by Hibel-road, on the east by the River Bollin, and on the west by land belonging to the said London and North-Western Railway Company.

To construct and maintain works for the manufacture of gas, and other works, with all requisite buildings and conveniences, upon the lands hereinafter and hereinafter described, or on some of them; that is to say:

A plot of land, situate in the said township and borough of Macclesfield, and parish and county aforesaid, belonging to Edmund Buckley, Esquire, bounded on the north by Crosshall-street, on the south by Statham-street, on the east by Paradise-street, and on the west by land and buildings belonging in part to the assignees of Joseph Dunkerley, and in other part to Thomas Blackshaw and Samuel Blackshaw, and which said plot of land in part is now or late was in the occupation of Isaac Belfield, Cornelius Latchford, Samuel Weston, Patrick Martin, Samuel Slack, Samuel Newton, John Hallworth, William Leicester, David Simcock, George Yates, John Harrison, William Ball, Samuel Baguley, Thomas Findlow, James Smith, Joseph Talbot, James Wadsworth, Thomas Bradley, Francis Oakden, Isaac Belfield, Nathan Lucas, and Samuel Blackshaw, and in other part is unoccupied.

A plot of land situate in the said township and borough of Macclesfield, and parish and county aforesaid, belonging to the representatives of Thomas Hobson, deceased, with the buildings and erections thereon, bounded on the north by lands and buildings belonging to such representatives, on the south by Vincent-street, on the east by Wardle-street, and on the west by land and buildings belonging to the said representatives, which said plot of land, buildings, and erections, are now or late were in the occupation of Nathan Bayley, George Bayley, David Bayley, the said representatives of the said Thomas Hobson, and George Weston.

A plot of land situate in the said township and borough of Macclesfield, and parish and county aforesaid, with the buildings and erections thereon, belonging to James Jackson and Ferdinando Jackson, bounded on the north by Brook-street, on the south by Park-green, on the east by land and buildings belonging to Ralph Allen and James Bland, and on the west by a street or road leading from Brook-street to Park-green, and

which said last-mentioned plot of land, buildings, and erections, now are or late were in the occupation of Joseph Leighton, William Mitchell, Eliza Moss, Joseph Mottershead, Joseph Sheldon, Rowland Gould Johnson, and the Macclesfield Local Board of Health.

A plot of land situate in the said township and borough of Macclesfield, and parish and county aforesaid, with the building and erections thereon, belonging to Sarah Broadhurst, Charles Swaine, Thomas Heapy, William Rawlinson, Joseph Westwood, George Parker, John Upton, Rachael Upton, John Upton, junior, Lawrence Upton, James Upton, Samuel Upton, Elias Derbyshire and Sarah his wife, and the representatives of the late John Johnson, Esquire, and others, and bounded on the north by Windmill-bank and property belonging to Samuel Buckley, and Sarah Swarbrook, on the south by Snow-hill, on the east by land and buildings belonging to Thomas Allen, Thomas Heapy, and George Hatton, and on the west by the North Staffordshire Railway, and which said last-mentioned plot of land, buildings, and erections now are or late were in the occupation of James Bradley, Elizabeth Minshall, Thomas Peak, Thomas Cresswell, Joseph Kennerley, Caroline Greenley, Richard Jepson, Sarah Nixon, James Nixon, Thomas Scantliffe, Charles Thornycroft, Jonathan Hall, William Grant, John Cliffe, Thomas Higginbotham, Alice Smith, Joseph Hall, William Norbury, Robert Longden, Thomas Bamford, Henry Mellor, Joseph Wootton, Lawrence Upton, Elias Derbyshire, Rachael Upton, Elizabeth Barnshaw, Thomas Coxon, Samuel Pott, Fanny Farmer, John Peniston, and Prudence Brindley.

A plot of land situate in the township of Sutton, in the parish and county aforesaid, and adjoining or near to the borough belonging to the Earl of Lucan; bounded on the east by land belonging to the said Earl, on the south by the Macclesfield canal, on the north by lands belonging to the representatives of the late Thomas Clulow, deceased, Frances Wakefield, and Thomas Parrott, and on the west by Gaw End-road and which said last-mentioned plot of land is in the occupation of Samuel Linley.

To purchase by agreement the lands before described.

To manufacture gas, and to provide, manufacture, supply, and deal in pipes, meters, and other articles, apparatus and machinery, coals, coke, tar, pitch, and other materials and products connected with the manufacture or supply of gas.

To supply gas both for private use and consumption and for public purposes to the township and borough of Macclesfield aforesaid and the inhabitants thereof, and also to the townships of Sutton, Hurdfield, Titherington, and Upton, all in the said parish of Prestbury, or some of them, or some parts thereof, and to the inhabitants thereof; and for that purpose within the borough townships, and places before mentioned, to lay down mains, pipes, and other works and apparatus, and to cross, divert, break up, alter, or stop up streets, roads, highways, bridges, railways, tramways, canals, towing-paths, sewers, drains, rivers, streams, watercourses, paths, passages, and places.

To raise money for the purposes of the said Bill on mortgage, bonds, and annuities, and to charge the same on the borough rate, lighting rate, general district rates, and other rates from time to time levied in the said borough, and the gas rents, or any or either of those funds and to apply the borough fund for the purposes of the Bill.

To vary the borough rate, lighting rate, and general district rates, now levied in the said



borough, and to levy new or additional rates therein for the purposes of the Bill; to levy rents and charges for the supply of gas, and of meters, pipes and fittings; to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively, and to confer, vary, and extinguish other rights and privileges.

To incorporate, wholly or partially, "The Gas Works Clauses Act, 1847," and "The Lands Clauses Consolidation Act, 1845;" and to confer all other powers usual or desirable for the purposes of the Bill.

To amend or repeal the Local and Personal Act 7 George 4, chapter 8, for lighting with gas the several townships of Macclesfield, Sutton and Hurdsfield, all in the parish of Prestbury, in the county palatine of Chester; the Macclesfield Improvement Act, 1852; and the Local and Personal Act 12 and 13 Victoria, chapter 26, for the better supplying with water the borough of Macclesfield in the county of Chester, and for other purposes connected with the said borough.

To authorise the said Company or all or any of the proprietors in the said Company, in case of sale of their undertaking, to accept bonds, annuities, or other securities of the said Local Board, or of the said mayor, aldermen, and burgesses, as the consideration or part of the consideration for the sale of that undertaking, or of any share or interest therein.

And notice is hereby further given, that on or before the 23rd of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1859.

*Thomas Parrott*, Town Clerk, Macclesfield.

#### Shepton Mallet Railway.

(Construction of Railway from Somerset Central Railway to the East Somerset Railway; Powers of Construction, &c. to a Company to be incorporated, or to the Somerset Central and East Somerset Railway Companies, and to enable those Companies to apply and raise Money for the purpose; Running Powers to those Companies over proposed Line; Powers to the East Somerset Railway Company to abandon their Extension to Wells, and to reduce their Capital, &c.; Working Arrangements with the Somerset Central, the East Somerset, the Bristol and Exeter, and Great Western Railway Companies; Powers for the Somerset Central and East Somerset Railway Companies to subscribe, &c. to proposed Railway; Provisions as to Transmission, &c. of Traffic; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for making and maintaining the railway and works following, or some part or parts thereof, with all proper and necessary stations, approaches, works, and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Pylle, in the county of Somerset, by a junction with the line of the Somerset Central Railway (Glastonbury to Bruton), now in course of construction, at a point thereon at or near and on the east side of the bridge constructed by the Somerset Central Railway Company, for carrying a road called "The Foss Road" over the before mentioned line, and terminating in the parish of Shepton Mallet, in the said county of Somerset, by a junction with the East Somerset Railway, at a point thereon opposite or near to a mile post on that railway

marked 12a, which said intended railway and works 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), Street, otherwise Street-on-the-Foss, East Compton, Priestleigh, Chesterblade, Ditcheat, Evercreech, East Pennard, Pylle, Pilton, Doultling, Croscombe, and Shepton Mallet, in the county of Somerset.

And it is also proposed by the said intended Act to apply for all or some of the powers following (that is to say), to stop up, alter, divert, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, ways, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, pipes, drains, and watercourses within the before-mentioned parishes, townships, and extra-parochial and other places, or any of them which it may be necessary or desirable to stop up, alter, divert, cross, or break up, or otherwise interfere with for the purpose or purposes of the intended Act.

To make lateral deviations from the line of the intended railway to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner to be prescribed by and provided for in the said intended Act, and to purchase by compulsion or otherwise lands, houses, hereditaments, and other property, rights, and privileges for the purpose or purposes of the intended undertaking, and to vary or extinguish any rights and privileges connected with such lands, houses, and hereditaments and other property, or which will in any manner interfere with the objects and purposes of the said intended Act.

To levy and receive tolls, rates, and duties upon or in respect of the use of the intended railway and works, or any of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of making and maintaining the said intended railway, or some part or parts thereof, or to empower the Somerset Central Railway, and the East Somerset Railway Companies, or one of them, and, either, separately or jointly, to make and maintain the said intended railway, or some part or parts thereof, and to delegate to such Companies, or either of them, and either separately or jointly, the execution of all or any of the powers of the said intended Act, and to authorise such Companies, or either of them, and either jointly or separately, to apply any capital or funds now or hereafter belonging to them, or under the control of their respective directors, to all or any of the purposes of the said intended Act, and also to authorise such Companies, or either of them, and either jointly or separately, for the purposes of the said Act, or any or either of them, to raise money, and to increase their respective capitals, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, either with or without guarantee or priority of payment of interest or dividend, or by both or either of such means, and on such terms and conditions, and in such manner, as Parliament shall authorise or direct.

And it is also proposed by the said intended Act to empower the Somerset Central Railway, and the East Somerset Railway Companies, or either of them, and all persons and corporations lawfully using their railways respectively, and their respective officers and servants, to run over, work, and use, with their engines and carriages



of every description, and for the purposes of their traffic of all kinds, upon such terms as (in default of agreement) shall be settled by the Board of Trade, or by arbitration, all or any part of the said intended railway, and the stations, works, watering-places, engines, sidings, machinery, works, and conveniences belonging thereto, or connected therewith.

And it is also proposed by the said intended Act (in the event of the execution of all or any of the powers thereof being conferred on the East Somerset Company) to apply for powers to enable that Company to abandon and relinquish the construction of the railway authorised to be made by "The East Somerset Railway (Extension to Wells) Act, 1857," and therein referred to as "The Extension;" and to repeal or alter all clauses and provisions of the said last-mentioned Act relating to such railway so proposed to be abandoned, and to vary, amend, cancel, or extinguish all contracts, agreements, and arrangements, and all other rights and privileges, liabilities, or obligations connected therewith; and also to enable the said East Somerset Railway Company to reduce and limit the amount of capital which they are by the said last-mentioned Act, or any other Act of the said Company, or either of them, authorised to raise by shares and their powers of borrowing, and if need be to reduce or alter the number and amount of the shares into which the said capital is now divided, and to make new or further provisions with reference to the arrangement, application, and distribution of the shares and capital and borrowing powers of the said Company; and to enable the said last-mentioned Company to make such other arrangements with reference to any of such objects as shall be necessary or expedient for carrying into execution the purpose or purposes of the said intended Act.

And it is also proposed by the said intended Act to authorise the intended Company, and the said Somerset Central, the East Somerset, the Bristol and Exeter, and Great Western Railway Companies, or any or either of them, to make and enter into contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working, management, and use by the Company or Companies making such contracts, agreements, and arrangements, of the said intended railway and works, or any of them, and the regulation, management, interchange, working, and direction of the traffic upon or over the said intended railway and works, or any or either of them, and the railway or railways of the said other Companies or Company, parties or party thereto, or any part or parts thereof, and for the use on the said intended railway and works, or any of them, of the engines, carriages, trucks, and waggons of the said Companies or Company, who may be parties or party to any such contracts, agreements, or arrangements, and for the payment, and also the division or apportionment, between the said intended Company and the said other Company, who may be parties to such contracts, agreements, or arrangements, of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such construction, maintenance, working, management, and use, and either entirely or subject to such deductions or abatements, and after and subject to such applications and appropriations of any part or portions thereof to any specific or other purposes, or for or in respect of such annual or other payments, and for such other considerations as may be fixed or agreed upon; and for enabling the said intended Company, and the said several last-mentioned Companies, or any or either of them, to appoint a joint committee or committees

to carry into effect any such contracts, arrangements, or agreements; and to divide and apply such tolls, rates, and charges, or any part thereof; and to exercise by means of such joint committee or committees, or otherwise, such of the rights, powers, and privileges, whether with respect to the conduct and management of such traffic, the levying of tolls, rates, and charges, the use and maintenance of the said intended railway and works, or any of them; and the applications of moneys in respect thereof, or otherwise, to be vested in the said intended Company; and all such rights, powers, and privileges as may be necessary or expedient for carrying into effect any such contracts, arrangements, or agreements, or the objects of the said intended Act.

And it is also proposed by the said intended Act to authorise the said Somerset Central and East Somerset Railway Companies, or either of them, by themselves or others on their behalf, and either jointly or separately, to subscribe and contribute money towards the construction and maintenance of the said proposed railway and other works, or any of them, and to take, purchase, and hold shares in the Company to be incorporated as aforesaid; and to guarantee such dividend, interest, or other payment, or any of the shares of that Company as may be agreed on; and for the purposes of the said intended Act, or any or either of them, to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their several undertakings, either with or without guarantee or priority of payment of interest or dividend and by borrowing on mortgage or bond, or by one or other of those means, as also to appoint one or more of the directors of the Company so to be incorporated as aforesaid and to vote at meetings of that Company.

And provision will also be made in the said intended Act for requiring the said Companies lastly hereinbefore mentioned or referred to, or either of them, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part or parts thereof, all traffic which having passed over the said intended railway, or any part thereof, may be tendered to them respectively for transmission along their own railways, or any part or parts thereof, or which may be tendered to them for transmission along their own railways, or any part or parts thereof, for the purpose of being afterwards conveyed on and along the said intended railway, or any part thereof, upon and subject to such rules and regulations and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and fifty-nine, maps, plans and sections, showing the direction lines and levels of the said intended railway and works, and of the lands and houses to be taken, or which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office in Wells, in the said county, and that on or before the said thirtieth day of November a copy of so much of the

said plans, sections and book of reference as relates to each parish and extra-parochial place in or through which the said railway and works will be made and pass, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows (that is to say), in the case of parishes with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish, immediately adjoining thereto, at his residence.

And it is further proposed by the said intended Act, so far as may be necessary for all or any of the purposes thereof, to alter, amend, extend, vary and enlarge or repeal all or some of the powers and provisions of the several Acts following, or some of them, viz.:

Local and Personal Acts relating to the Great Western Railway Company, viz., 5 and 6 Will. IV. cap. 107; 6 Will. IV. caps. 36, 38, 77 and 79; 1 Vic. caps. 91 and 92 (1837); and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic. cap. 47; 3 and 4 Vic. cap. 105; 4 and 5 Vic. cap. 41; 5 Vic. Session 2, cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic. cap. 68; 8 and 9 Vic. caps. 40, 53, 155, 156, 184, 188, 190 and 191; 9 Vic. cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369 and 402; 10 and 11 Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 266 and 242; 11 and 12 Vic. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 153 and 159; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 44, 98 and 110; 14 and 15 Vic. caps. 43 and 81; 15 and 16 Vic. caps. 125, 133, 140, 145, 147 and 168; 16 and 17 Vic. caps. 121, 153, 175 and 212; 17 and 18 Vic. caps. 108, 120, 163, 192, 202, 204, 207, 209, 215 and 222; and 22 and 23 Vic. cap. 1.

Local and personal Acts relating to the Bristol and Exeter Railway Company, namely, 6 and 7 Will. IV. cap. 36; 1 Vic. cap. 26; 3 Vic. cap. 47; 4 and 5 Vic. cap. 41; 8 and 9 Vic. cap. 155; 9 and 10 Vic. cap. 181; 11 and 12 Vic. caps. 28, 77 and 82; 14 and 15 Vic. cap. 22; 15 and 16 Vic. cap. 9; and 18 and 19 Vic. cap. 63:

Local and personal Acts relating to the Somerset Central Railway Company, namely, 18 and 19 Vic. cap. 182; 19 and 20 Vic. cap. 102: and 22 and 23 Vic. cap. 56:

Local and personal Acts relating to the East Somerset Railway Company, namely, 19 and 20 Vic. cap. 16; and 20 and 21 Vic. cap. 105:

And also the Acts relating to the Glastonbury Navigation and Canal, one passed in the eighth year of the reign of His Majesty King George the Fourth, intituled "An Act for improving and supporting the navigation of the river Brue, from the mouth thereof at its junction with the river Parret to Crispp's House, and for making and constructing a canal from thence to the town of Glastonbury, in the county of Somerset;" and the other passed in the Session of Parliament, held in the eleventh and twelfth years of the reign of Her present Majesty, and called "The Bristol and Exeter Railway (Glastonbury Navigation and Canal Purchase) Act, 1848."

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

*H. and W. Toogood*, 16, Parliament-street, Westminster.

*Rocke and Swayne*, Glastonbury, Solicitors for the intended Act.

### Portsmouth New Railways, or Tramways and Piers.

(Incorporation of Company; Construction of Railways, or Tramways and Piers; Arrangements with and contributions and guarantees by London, Brighton, and South Coast, London and South Western, and Portsmouth Railway Companies; Further Powers; and amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railways or tramways, and piers or jetties, hereinafter mentioned, or some of them, or some part thereof, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company") all necessary and proper powers for effecting the objects hereinafter mentioned or some of them (that is to say):—

To make and maintain a railway or tramway, commencing in the parish of Portsea in the county of Southampton, by a junction with the railway belonging to the London, Brighton, and South Coast Railway Company (hereinafter called the Brighton Company), and the London and South Western Railway Company (hereinafter called the South Western Company), or one of them, at or near the terminal station thereof in the parish of Portsea in the county of Southampton, and terminating in the parish of Portsea, at or near the shore of the Portsmouth harbour channel, and near to a certain building called the King's Rooms on the Clarence Esplanade; which said intended railway or tramway and works will be made or pass from, in, through, or into the several townships of Landport, Portsea, and Southsea, in the parish of Portsea, in the county of Southampton.

Also a pier or jetty commencing at or near the terminus of the firstly hereinbefore described intended railway or tramway, and extending into the Portsmouth harbour channel for a distance of one hundred and fifty yards or thereabouts, the line and extent of which said pier or jetty will be delineated on the plans to be deposited as hereinafter mentioned, with all necessary landing places, works, and conveniences connected therewith; which said pier or jetty and other works will be situate in the said township of Southsea in the parish of Portsea, and the bed or soil of the Portsmouth harbour channel in the county of Southampton.

Also a railway or tramway commencing by a double junction with the line of railway belonging to the Brighton Company and the South Western Company or one of them, one of such junctions being in the said parish of Portsea, at or near and on the south side of a certain foot bridge by which the footpath from Fratton to Milton is carried over the said line of railway and the other of such junctions, being in the said last mentioned parish at or near the east side of the bridge by which a road called the Fratton-road is carried over the said line of railway, and terminating in the same parish at or near the shore of the Portsmouth harbour channel at or near a point distant about ten chains from the north eastern corner of a battery called the Mortar Battery, which said intended railway or tramway and works will be made or pass in, from, through, or into the townships of Landport and Southsea in the parish of Portsea or some of them.

Also a pier or jetty commencing at or near the terminus of the lastly hereinbefore described railway or tramway, and extending thence for a dis-

tance of one hundred and fifty yards or thereabouts, into the Portsmouth harbour channel, the line and extent of which said pier or jetty will be delineated on the plans to be deposited as hereinafter mentioned, with all necessary landing places, works, and conveniences connected therewith, which said pier or jetty and other works will be situate in the said township of Southsea in the parish of Portsea, and the bed or soil of the Portsmouth harbour channel, in the county of Southampton.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, streets, and other highways, streams, ways, watercourses, pipes, sewers, canals, navigations, rivers, bridges, railways and tramroads, within or adjoining to the parishes, townships, and other places aforesaid or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railways or tramways, and piers, or jetties, and other works or any of them, or of the said intended Bill.

To purchase by compulsion and also by agreements lands, houses, tenements, and hereditaments for the purposes of such railways or tramways, piers or jetties, and other works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and duties upon or in respect of the intended railways or tramways, and piers or jetties, and other works, and upon the railways, stations, and works, hereinafter mentioned, belonging to other Companies, and to confer exemptions from the payment of such tolls, rates, and duties.

To confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company and other parties or persons lawfully using the said intended railways or either of them, either by agreement or otherwise to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the lines of railway, stations, roads, platform, water, water engines, sidings, machinery, works, and conveniences of the Brighton Company and the South Western Company or one of them as lies between the point where the said last mentioned intended railway will join the line of railway of those Companies or one of them, at or near the foot-bridge by which the footpath from Fratton to Milton is carried over that line of railway and the terminal station of that line of railway in the said parish of Portsea, and the works and conveniences connected therewith respectively, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before mentioned portion of railway.

And it is also intended by the said Bill to empower the Brighton Company and the South Western Company and the Portsmouth Railway Company (hereinafter called the Portsmouth Company) or either of them and the Company to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working and using by any or either of the contracting Companies of the railways or tramways, piers, jetties and other works of the Company, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collecting, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants; and also to empower the said Brighton Company and the South Western

Company and the Portsmouth Company or either of them, to take and hold shares in and subscribe towards the said intended undertaking of the Company or any part thereof, and to appoint directors of the Company, and to guarantee to the Company such interest, dividend, annual or other payments as may be agreed upon between them, and to raise further capital for those purposes by the creation of new shares or stock in their undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further monies.

And it is intended (so far as may be desirable for the purposes of the said Bill) to amend the Acts following or some of them (that is to say), the local and personal Acts relating to the London, Brighton, and South Coast Railway Company, viz.: 5 and 6 William IV., chapter 10; 6 and 7 William IV., chapter 121; 7 William IV., and 1 Victoria, chapter 119; 1 and 2 Victoria, chapter 20; 2 and 3 Victoria, chapter 18; 3 and 4 Victoria, chapter 129; 6 and 7 Victoria, chapters 27 and 62; 7 and 8 Victoria, chapters 67, 91, 92, and 97; 8 and 9 Victoria, chapters 52, 113, 196, 199, and 200; 9 and 10 Victoria, chapters 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Victoria, chapters 167, 244, and 276; 11 and 12 Victoria, chapter 136; 16 and 17 Victoria, chapters 41, 86, 88, 100, and 180; 17 and 18 Victoria, chapters 61, 68, and 210; 18 and 19 Victoria, chapters 114, and 169; 19 and 20 Victoria, chapters 87, 92, and 105; 20 and 21 Victoria, chapters 60, 72, 133, and 143; 21 and 22 Victoria, chapters 57, 84, 101, 104, and 118; 22 and 23 Victoria, chapters 69, 81, 98, 112, 125, and 134; and the local and personal Acts relating to the London and South Western Railway Company, viz., 4 and 5 William 4, chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters 5, 63, and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, 184, and 199; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125, and 157; 51 George 3, chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria chapters 186 and 203; 18 and 19 Victoria, chapters 122, 177, and 188; 19 and 20 Victoria chapter 120; 20 and 21 Victoria, chapters 18, 24, 72, 121, and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89, and 101; and 22 and 23 Victoria, chapters 31, 44, 81, 95 and 124; and also the local and personal Acts relating to the Portsmouth Railway Company, videlicet, 16 and 17 Victoria chapter 99; 17 and 18 Victoria chapter 186; 18 and 19 Victoria, chapter 177; 20 and 21 Victoria, chapter 18; 21 and 22 Victoria, chapter 101; and 22 and 23 Victoria, chapter 31.

And notice is hereby also given, that plans and sections of the proposed railways or tramways, piers, and other works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this notice published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Southampton, at his office at Winchester, in the same county, and that on or before the said 30th day of November instant, a copy of so much of said plans, sections, and book of reference as relates to each parish in or through which the said rail-

ways, or tramways, piers, and other works, or any part of them, are or is intended to be made together, with a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each parish, with the parish clerk thereof, at his residence, and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this tenth day of November, 1859, on behalf of the promoters.

*R. W. Ford*, Solicitor, Portsmouth.

### Midland Railway.

(Rowsley and Buxton Lines.)

(New Lines from Rowsley to Buxton, and to the Stockport, Disley, and Whaleybridge Railway near Buxton; connecting Line at Long Eaton; additional Lands in the parishes of Saint Alkmund Derby, Chaddesden, and Sawley; additional Capital and creation of Debenture Stock; Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Midland Railway Company (hereinafter called "The Company"), for an Act for the following purposes, or some of them:

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

A railway to commence from and out of and by a junction with the Manchester, Buxton, Matlock and Midlands Junction Railway, at or near a point five hundred and fifty yards south of the bridge which carries the turnpike-road from Matlock to Rowsley over the last mentioned railway near the northern terminus thereof, in the township of Little Rowsley and parish of Darley, in the county of Derby, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Darley, Little Rowsley, Great Rowsley, Haddon, Nether Haddon, Haddon Hall, precincts of Haddon Hall, Bakewell, Holme in Great Longstone, Hassop, Birchill, Rowdale, Rowland, Ashford, Great Longstone, Little Longstone, Brushfield, Monsal Dale, Litton, Tideswell, Cressbrook, Litton and Cressbrook, Wormhill, Miller's Dale, Taddington, Priestcliffe, Blackwell, King's Sterndale, Cowlow, Cowdale, No Man's Land otherwise Lydia's Island, Ashwood Dale, Buxton, Fairfield, and Hope, all in the county of Derby, and to terminate near the town of Buxton, at or near a certain inclosure called Wye-bridge Plantation, belonging to and in the occupation of the Duke of Devonshire, in the township of Fairfield, in the parish of Hope, in the county of Derby:

A railway to commence by a junction with the last-mentioned intended railway at its proposed terminus in the said parish of Hope, and to terminate at or near a certain field called Angel Meadow, belonging or reputed to belong to Andrew Brittlebank, Esquire, and occupied by Brian Bates, in the said township of Fairfield and parish of Hope, which last-mentioned intended railway will be situate in the townships and parishes or places of Hope, Fairfield, Bakewell, and Buxton, or some of them, in the said county of Derby:

A railway to commence by a junction with the first-mentioned intended railway, and its proposed terminus in the said parish of Hope, thence to pass from, in, through, or into the several parishes,

townships, and extra-parochial, or other places, of Hope, Fairfield, Bakewell, and Buxton, or some of them, in the county of Derby, and to terminate at or near a certain inclosure called Hogshaw Field, in the said township of Fairfield and parish of Hope, belonging to the Duke of Devonshire, and occupied by William Lees, there to join the Extension of the Stockport, Disley, and Whaley-bridge Railway, authorised by "The Stockport, Disley, and Whaley-Bridge Railway Extension Act, 1857:"

A railway to commence by a junction with the main line of the Midland Railway between Rugby and Derby, at or near a point in the township of Long Eaton, in the parish of Sawley, in the county of Derby, twelve chains and a half to the eastward of the place where the said main line is carried over the Erewash Canal, and terminating in the said township of Long Eaton by a junction with the main line of the Midland Railway between Rugby and Nottingham, at or near a point distant forty-four chains from the Long Eaton station to the southward thereof, which said last-mentioned railway will be situate in the said parish of Sawley, in the townships of Long Eaton and Sawley, or some of them, all in the said county of Derby:

To empower the Company to purchase lands and houses by compulsion or agreement for the purposes of the several railways and works so proposed to be constructed as aforesaid, and also to purchase by compulsion or otherwise for the general purposes of their undertaking certain lands and houses situate in the parish of Saint Alkmund, in the borough of Derby, and in the parish of Chaddesden, or one of them, in the county of Derby, adjoining or near to the Midland Railway, at that part thereof where it crosses the boundary line between the parish of Saint Alkmund Derby and the parish of Chaddesden:

Also certain lands and houses situate in the parish of Sawley and townships of Sawley and Long Eaton, in the county of Derby, or some of them, adjoining or near to the Midland Railway, at that part thereof which is known as the Long Eaton Junction:

To vary and extinguish all existing rights and privileges connected with any lands or houses so proposed to be purchased, which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges:

To authorise the Company to levy tolls, rates, or duties for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties:

To authorise the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike-roads, highways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To authorise the Company to raise a further sum of money for all or any of the purposes of the intended Act, or for the general purposes of the Company, by the creation of newshares with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any such means; and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors; and also to authorise the Company to convert their mortgage or bond debt into guaranteed or preference stock, with

priority over all or any shares or stock in the capital of the Company :

And notice is hereby further given, that plans and sections of the said railways and works so proposed to be made as aforesaid, and plans showing the lands proposed to be acquired under the powers of the intended Act, together with a published map, whereon will be defined the general course or direction of such railway, and books of reference to such respective plans, and a copy of this notice as published in the "London Gazette," will on or before the thirtieth day of November in this present year be deposited for public inspection with the Clerk of the Peace for the county of Derby at his office at Derby ; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and books of reference respectively as relates to the several parishes within which the said works and lands are or will be situate, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk :

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them relating to the Midland Railway Company (that is to say): local and personal Acts 7th and 8th Victoria, chapters 18 and 59 ; 8th and 9th Victoria, chapters 38, 49, 56, 90, and 181 ; 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340 ; 10th and 11th Victoria, chapters 122, 135, 150, 191, 214, 215, and 270 ; 11th and 12th Victoria, chapters 21, 88, and 131 ; 14th and 15th Victoria, chapters 57, 88, and 113 ; 16th Victoria, chapter 33 ; 16th and 17th Victoria, chapter 108 ; 19th and 20th Victoria, chapter 54 ; and 22nd and 23rd Victoria, chapters 40, 130, and 136 :

And notice is hereby further given, that on or before the twenty-third day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1859.

*S. Carter*, 32, Great George-street, Westminster.

#### Midland Railway (Burton-upon-Trent Branches)

(Alteration of authorised and Construction of new Railways ; Acquisition of Lands ; Increase of Capital ; Amendment of Acts ; and other purposes.)

**N**OTICE is hereby given, that application will be made to Parliament, in the next session, for an Act for all or some of the following objects and purposes (that is to say) :

To authorise the Midland Railway Company (hereinafter called "the Company") to make a deviation in the branch railway authorised by "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," hereinafter called "The Act of 1859," and therein described as commencing by a junction with the main line of the Midland Railway, in the township of Horninglow and parish of Burton-upon-Trent, and terminating on the south-eastern side of Guild Street in Burton-upon-Trent, in that parish, which deviation will commence in the township of Burton-upon-Trent, and parish of Burton-upon-Trent, in the county of Stafford, one hundred and twenty yards, or thereabouts, from the westerly side of Horninglow

Street, and will terminate in the township of Burton-upon-Trent, on the north-west side of and near to Guild Street, and will be situate in the parishes, townships or places of Horninglow, Burton Extra, and Burton-upon-Trent, or some of them, in the said county of Stafford, and to abandon so much of the beforementioned authorised branch as will become necessary by reason of such deviation :

To authorise the Company to construct an extension railway to commence in the township of Burton upon-Trent, on the south-eastern side of Guild Street, by a junction with the branch railway hereinbefore described as being authorised by the Act of 1859, and to terminate in the property of Messrs. Samuel Allsopp and Sons adjoining or near to Trinity Church in the said township, which extension railway will be situate wholly within the said township and parish of Burton-upon-Trent :

To authorise the Company to construct a railway to commence by a junction with the proposed extension railway lastly described, in the property of Messrs. Samuel Allsopp and Sons, adjoining or near to Trinity Church aforesaid, and to terminate in a field known as The Hay, belonging to the Marquis of Anglesey, at a point sixty-six yards, or thereabouts, to the eastward of Allsopp's brewery adjoining the Hay, all in the said township and parish of Burton-upon-Trent :

To authorise the Company to construct within the said field called the Hay, and in the said township and parish of Burton-upon-Trent, a short junction line to connect the intended railway last hereinbefore described, near its terminus on the Hay, with the branch railway authorised by the Act of 1859, and therein described as terminating near to the churchyard of the parish church of Burton-upon-Trent :

To authorise the Company to construct a railway commencing by a junction with the Birmingham and Derby Branch of the Midland Railway, at a point five furlongs and eight chains, or thereabouts, south-west of the junction of the Leicester and Burton and Birmingham and Derby Branches of the Midland Railway, in the said township of Burton Extra, and terminating by a junction with the said Leicester and Burton Branch, at or near a point three furlongs and nine chains south of the said junction of the Leicester and Burton and Birmingham and Derby Branches of the Midland Railway ; and which said last-mentioned intended railway will be situate wholly within the township of Branstone, in the said parish of Burton-upon-Trent :

To authorise the said Company to widen or enlarge such part of the said Birmingham and Derby Branch of their existing railway as lies between the junction of the said Leicester and Burton and Birmingham and Derby Branches and a point sixty-six yards, or thereabouts, to the north-eastward of Moor-street, in the said township of Horninglow, which said widening or enlargement will be situate in the parishes, townships, or places of Burton-upon-Trent, Burton Extra and Horninglow, or some of them :

To authorise the Company to purchase, by compulsion or agreement, lands and houses for all or any of the purposes aforesaid :

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges :

To authorise the Company to levy tolls, rates or duties for in respect of the said railways respect-

ively and works, and to grant exemptions from the payment of such tolls, rates, and duties :

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, streams and rivers within or adjoining to the aforesaid parishes and townships which it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act :

To authorise the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of the purposes of the intended Act any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors :

And Notice is hereby further given, that plans and sections of the said intended deviation, railways and other works so proposed to be made as aforesaid, and plans showing the lands proposed to be purchased under the authority of the said intended Act, together with a published map, whereon will be defined the general course or direction of such deviation and railways respectively, and books of reference to such respective plans, and a copy of this Notice as published in the London Gazette, will, on or before the thirtieth day of November in this present year, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office in Stafford ; and that, on or before the said thirtieth day of November, a copy of the said plans, sections and book of reference, together with a copy of this Notice, will be deposited with the Parish Clerk of the parish of Burton-upon-Trent at his residence :

And it is proposed by the intended Act to alter, amend, extend and enlarge, or to repeal, some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Midland Railway Company (that is to say) : Local and Personal Acts 7th and 8th Vic. caps. 18 and 59 ; 8th and 9th Vic. caps. 38, 49, 56, 90, and 181 ; 9th and 10th Vic. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340 ; 10th and 11th Vic. caps. 122, 135, 150, 191, 214, 215, and 270 ; 11th and 12th Vic. caps. 21, 88, and 131 ; 14th and 15th Vic. caps. 57, 88, and 113 ; 16th Vic. cap. 33 ; 16th and 17th Vic. cap. 108 ; 19th and 20th Vic. cap. 54 ; and 22nd and 23rd Vic. caps. 40, 130, and 136 :

And Notice is hereby further given, that on or before the twenty-third day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1859.

*S. Carter*, 32, Great George Street, Westminster.

#### Richmond Improvement.

(Appointment of Commissioners for General Improvement of the Town and Parish.—Power to supply Gas and Water, and to purchase existing Works.—Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for the more effectual improvement of the town and parish of Richmond, in the county of Surrey, and for that purpose to alter,

amend, and enlarge, or repeal, all or some of the powers and provisions of the local and personal Acts sixth George the Third, chapter seventy-two, and twenty-fifth George the Third, chapter forty-one, to terminate the powers of the vestrymen thereunder and otherwise at a time to be specified in the said intended Act, to appoint and incorporate a body of commissioners to be re-elected annually or otherwise by the owners and ratepayers for executing the purposes of the said intended Act within the aforesaid town and parish, and also to effect the following, or some of the following, among other objects, that is to say :—

To transfer to, and vest in such commissioners, on behalf of the said town and parish, all lands, buildings, hereditaments, plants, moneys, securities, chattels, effects, and property whatsoever, now vested in the vestrymen, or to which they are or may be entitled, and to provide for the application of all moneys arising or accruing therefrom to the same purpose to which they are now by law applicable, and also to transfer to and vest in the said commissioners all rights of presentation to any public school, almshouse, or other public charity now vested in or exercised by the vestrymen.

To vest in the commissioners the repair and management of all public roads and streets within the said town and parish ; to terminate the powers of the trustees, and of the surveyors of highways with respect to such roads and streets, and to restrain them from taking any toll upon, repairing, or in any manner interfering therewith.

And it is also intended by the said Act to enable the said commissioners to effect the following purposes or some of them, that is to say :—

To pave, cleanse, light, water, and otherwise improve the streets, ways, lanes, and other public passages and places within the said town and parish ; to improve and extend the present system of drainage therein, and to make all necessary provisions with respect to sewers and drains, both public and private, and to construct, hold, and maintain works for drainage and sewerage, and for collecting and storing sewage manure, with all proper appurtenances and conveniences connected therewith.

To manage, maintain, regulate, and generally improve the present and future streets, roads, buildings, and public places ; to prevent and remove obstructions, projections, and ruinous and dangerous buildings, and to pave or flag, or compel the paving and flagging, of footpaths, courts, and other places ; and to alter, divert, or stop up, inconvenient or unnecessary highways and footpaths, and other ways and passages, within the said town and parish.

To provide and regulate weighing machines and slaughter houses, and to license and regulate, prohibit or restrict, the use of any private slaughter houses now existing or hereafter to be established within the said town and parish, and to restrict the slaughter of animals elsewhere than in licensed slaughter houses.

To prohibit or restrict dangerous or noisome trades, manufactories, and businesses, and to prohibit and remove nuisances and obstructions, smoke and noisome gases, itinerant shows, offences, noises, dangerous animals, street music, and offences against decency and morality ; and to make all necessary provisions with reference to the sanitary and general improvement of, and police and other regulations in the said town and parish.

To appoint inspectors of weights and measures for the said town and parish, and all such other officers as may be necessary.

To provide and establish markets, market places, sites and buildings for markets, with approaches



thereto, and other works and conveniences, and to fix the periods for holding the markets and the duration thereof.

To let the markets and market places, stands, stalls, and shops, weighing machines and slaughter houses, and the tolls, rents, and stallages, and other duties and profits arising therefrom.

To prohibit the hawking, display, or sale of any animal, marketable provisions, commodities, merchandise, or things in the streets and public places, or elsewhere than in the authorised market places.

To regulate and license hackney carriages, donkeys, and other animals let for hire, and their drivers and attendants, and other public vehicles and porters.

To provide a site for and to erect, maintain, and regulate a building or buildings, to be used as a town hall, court house, police station, prison, cells, or for other public purposes, with all necessary approaches and conveniences connected therewith.

To supply gas and water for public manufacturing and domestic purposes within the said town and parish, and to enter into contracts with the Richmond Gas Company 1853, and the Richmond Waterworks Company, the Southwark and Vauxhall Water Company, and the West Middlesex Waterworks Company, or any other gas or water company respectively, and any other body or persons for supplies of gas and water, on terms to be agreed upon, or in default of agreement to be settled by arbitration, and to require and compel those companies, bodies, and persons to afford such supplies.

To provide for the sale and transfer to the said commissioners, either compulsorily or by agreement, and the purchase by them of the undertakings or part of the undertakings, and all or some of the lands, works, buildings, property, estate and effects, rights, powers, and privileges, connected therewith or relating thereto, of the said Richmond Gas Company, and the said Richmond Waterworks Company, or either of them, and for winding up the affairs, and for the dissolution of the said last mentioned companies or either of them.

To lay down and maintain mains, pipes, culverts, and other works for the supply and distribution of water and gas in, under, or across the streets, roads, and other public places, and for that purpose, and also for the purpose of sewers and drains and other works, to break up, alter, or divert, or stop up, either temporarily or permanently, turnpike or other roads, streets, highways, footpaths, bridges, public places, canals, towing paths, railways, tramways, sewers, drains, streams, and watercourses, within the aforesaid town and parish.

To purchase or take, or lease or take grants of, or easements over lands, houses, waters, and other hereditaments requisite for the purposes of the said intended Act, and to vary or extinguish any rights or privileges connected therewith, and any other rights or privileges which may in any way interfere with the objects of the said Act, and generally to exercise all powers, authorities, and privileges usually conferred by Parliament upon public bodies for the supply of water, and for the manufacture and supply of gas, coke, and other products or that may be useful and proper for such purposes or any of them.

To make all necessary provision for obtaining an assessment of property within the said town and parish upon an equal and uniform principle, upon which assessment the rates leviable by the commissioners may be made.

To vary or terminate the tolls, rates, and payments now authorised to be taken under the powers of the Highway Act. To alter the existing rates authorised to be taken within the said town and parish, and to levy other rates and assessments in lieu thereof. To levy rates, rents, and charges in respect of the supplying of water and gas, and in respect of the market, slaughter houses, weighing machines, and other matters aforesaid, and to confer, vary, or extinguish exemptions from the payment of any such new or altered tolls, rates, rents, charges, and other payments.

To make provision for and to regulate the collecting, recovering, and compounding of any rate or additional rate for the relief and employment of the poor of the said town and parish, and other parochial rates or some of them, and to make provision for the application of such rates, and also to continue if deemed expedient the existing arrangements and regulations respecting the poor of the parish of Kew, or to alter the same, and make other arrangements and regulations in lieu thereof.

To apply any money or property belonging to them for carrying into effect all or any of the objects of the said intended Act, to borrow money on the credit of the tolls, rates, rents, charges, and other payments to arise under the said intended Act, or on the credit of all, any, or either of them, or on the credit of any markets, market houses, or other buildings, or all or any of them, or on any other property whatsoever belonging, or which may hereafter be acquired by or belong to such commissioners, and to make all other necessary provisions for raising money for the purposes of the said intended Act.

To make and alter bye laws and regulations for all or any of the purposes of the said intended Act, and to impose penalties for any breach or non-performance thereof.

To sell and dispose of any land, hereditaments, effects, and property which under the said intended Act will be acquired by or vested in the commissioners.

And it is also proposed to vary and extinguish all existing rights and privileges which might in anywise interfere with the attainment of any of the objects of the said intended Act, and to incorporate therewith, and confer upon the said commissioners all or some of the powers and provisions of "The Commissioners' Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Police Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Water Works Clauses Act 1847," "The Public Health Act, 1848," and "The Local Government Act, 1858," and so far as may be necessary to amend the following local and personal Acts, viz, 46 Geo. III., cap. 119; 50 Geo. III., cap. 132, 53 Geo. III., cap. 36; 5 and 6 Wm. IV., cap. 81; and the several other Acts relating to the Richmond Waterworks Company; 45 Geo. III., cap. 119; 53 Geo. III., cap. 155; 4 and 5 Wm. IV., caps. 78 and 79; 8 and 9 Vic., cap. 69; 15 and 16 Vic., sess. 2, cap. 158; 18 and 19 Vic., cap. 24, and the several other Acts relating to the Southwark and Vauxhall Water Company; 46 Geo. III., cap. 119; 50 Geo. III., cap. 132; 53 Geo. III., cap. 36; 15 and 16 Vic., cap. 159; and the several other Acts relating to the West Middlesex Water Works Company.

And notice is hereby further given, that on or before the twenty-third day of December next printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1859.

## Stokes Bay Railway and Pier.

(Power to Lease or Sell to the London and South-Western Railway Company; Arrangements with the Isle of Wight Ferry Company; Additional Capital, Repeal, or Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session by the Stokes Bay Railway and Pier Company for an Act to authorise and effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To enable the Stokes Bay Railway and Pier Company to lease for a term of years or in perpetuity, or to sell and transfer to the London and South-Western Railway Company the railway, pier, works, property, rights, and effects, now vested in or belonging to such first-mentioned Company, under the powers contained in "The Stokes Bay Railway and Pier Act, 1855;" "The Stokes Bay Railway and Pier Act, 1858;" and "The Stokes Bay Railway and Pier Act, 1859;" upon such terms and conditions, and for such considerations as may have been or may be agreed upon between the said Companies or as may be fixed and determined in and by the said intended Act, and to enable the London and South-Western Railway Company to take a lease of or to purchase and take the said intended railway, pier, works, property, and effects, and for that purpose to raise the necessary moneys by the creation of shares, with or without preference attached thereto, or by mortgage, or to pay a fixed rent for the use of the said railway, pier, works, and property, and to empower the London and South-Western Railway Company to levy tolls in respect of such railway works, or to alter the existing tolls authorised to be levied thereon.

To enable the Stokes Bay Railway and Pier Company or the London and South-Western Railway Company to purchase or take a lease of the works, property, and effects of the Isle of Wight Ferry Company, or any part thereof, and to empower such last-mentioned Company to sell or lease their property, rights, and interests, or to make other arrangements with the said Stokes Bay Railway and Pier Company, and to enable such last-mentioned Company to enter into agreements and arrangements with the Ryde Pier Company for the accommodation of the traffic passing to and from the Isle of Wight and Stokes Bay.

To extend the time limited by the hereinbefore mentioned Acts for the construction of the works thereby authorised.

To enable the Stokes Bay Railway and Pier Company and the Isle of Wight Ferry Company, or one or both, to raise additional capital by the creation and issue of additional shares and by borrowing on mortgage or bond, and to prescribe the mode of issue of such additional shares and the rate of dividend to be attached thereto, and either with or without a preference in the payment of such dividend, or any other special privilege or advantage.

To alter, amend, extend, and enlarge or to consolidate all or some of the powers and provisions of "The Stokes Bay Railway and Pier Act, 1855;" "The Stokes Bay Railway and Pier Act, 1858;" "The Stokes Bay Railway and Pier Act, 1859;" and "The Isle of Wight Ferry Act, 1856."

To alter, amend, and enlarge all or some of the powers and provisions of "The Isle of Wight Ferry Act, 1856;" and the several Acts (local and personal) relating to the Ryde Pier Company, viz. 52 Geo. 3rd, cap. 196; 53 Geo. 3rd, cap. 92; 10 Geo. 4th, cap. 39; and the several Acts relating to

the London and South-Western Railway Company (that is to say):—4 and 5 Wm. 4th, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3rd, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., cap. 164; 18 and 19 Vict., cap. 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 136; and 21 and 22 Vict., cap. 67; and the powers and provisions of any other Act or Acts, the provisions of which may in any way impede or interfere with the several objects and purposes of the said intended Act.

And notice is hereby also given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 9th day of November, 1859.

*R. H. Wyatt*, 28, Parliament-street, Westminster, Parliamentary Agent.

## Shropshire Union Railways and Canal, and London and North Western Railway.

(Conversion of Portion of Shropshire Union Canal to Railway Purposes; Amendment of Acts.)

**N**OTICE is hereby given, that application will be made to Parliament in the next Session, for an Act to enable the Shropshire Union Railways and Canal Company and the London and North Western Railway Company, or either of them, and either jointly or separately, to convert certain portions of the Shropshire Union Canal into a railway, and, for the purposes of such conversion and in connection therewith, to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the line of the Shrewsbury and Welshpool Railway, in the parish of Buttington, in the county of Montgomery, in a field numbered 41, in the said parish of Buttington, on the plans referred to in "The Shrewsbury and Welshpool Railway Act, 1856," adjoining Cefn Farm, situate in the said parish; passing thence through the parishes, townships, or other places following, or some of them (that is to say): Alberbury, Bicton and Alberbury, Pecknall, Pentre, The Pentre, Coedway, Guraefy, Gurnefy, Gwernethy, Gwernefy, Crew Green, Bawsley, Bausley, Ballesley, Chapelry of Criggion, Chapelry of Cruggion, Criggion, Cruggion, Llandissillio, Llandysilio, Haughton, Domgae, Domgae, Gwernfelle, Rhantregynwen, Rantgunwen, Rantgunwen, Rhysnant, Rhysnant, Llandrinio, Penryn Fechan, Penthryn Fechan, Penthryn Vecheu, Penvyn Fechan, Buttington, Trewern, Trewerne, Hope and Clutterwood, Hope and Clutterwood, Hope, Clutterwood, Clutterwood, Guilsfield, Guildsfield, Pool Quay, Gungrog, Welshpool Upper Division, Welshpool Middle Division, Welshpool Lower Division, Welshtown, Welshpool, The Pool, Pool, Pooltown, Welchtown, Gwestydd, Dysserth, Tralwmgollen, Tyddyprydd, Trustywelin, Glan Severn, Stredalfedan, Stredalfeden, Llanerchydol, Llanerchydol, Coffronydd, Cyfronydd, Trefnaintfechan, Gungogfawr, Gungrog-vechan, Gungrogfechan, Gungrog-fawr, Worthen, Leighton, Berriew, Brithdir, Brithdin, Upper Allt, Lower Allt, Berriew Frydd, Penthryn, Ffrydd, Penywerne, Keel, Vaeuor Issa, Vaynor Issa, Vaeuor Ucha,

Vaynor Ucha, Gowthmill, Garthmill, Keel Cochwyn, Keelcochwyn, Penthyrn, Brincamisir, Kefngwernfa-Llivior, Divior, Trustewelin, Trustywelin, Llandinior, Llandinir, Forden, Kedewen, Cadewen, Betws, Betus, Bettws Caedewen, Betws Kedewen, Betws Cedewen, Betws Kydewer, Uchedre, Ucheldre, Dolvorwin, Dolf-orwyn, Garthgallin, Garthgellin, Llanerthion, Llanritheon, Llanitheon, Llanithion, Abermule Mill, Tyncoed, Rock House, Castle Caer Enion, Castell Caer Enion, Castle Caereinion, Trehelig, Forden, Fordin, Woodluston, Woodlaston, Woodbaston, Mumlin, Glanhafren, Penarth, Nunlyn, Thornbury, Kilkeyydd, Bellon, Llandyssill, Llandyssil, Bryntalch, Rhandir, Balbro, Bolbro, Brwnywood, Llanmerewig, Llanmerewig, Llanllwchaiarn, Llanw-chair, Aberbechan, Kilcowen, Gwested, Gwestyd, Hendidley, Pent-y-gloddfen, Newtown, Newtown Upper and Lower Division, Llanfair Duffrynn, Dyffrin, Dyffrin Llanfair, Kerry, Moughtrey, Newtown, Llanllwchaiarn, Scafell, occupying in the course thereof portions of the site of the Shropshire Union Canal, and terminating by a junction with the Llanidloes and Newtown Railway, in the parish of Newtown, at or near or in a field numbered 60 in that parish in the plan referred to in the Llanidloes and Newtown Railway Act, 1853.

And it is proposed by the said intended Act to enable the Shropshire Union Railways and Canal Company, and the London and North Western Railway Company, or either of them, and either jointly or separately, to purchase lands and buildings and easements, by compulsion or agreement, for the purpose of the said intended Act, and to levy tolls, rates, and duties, and to grant exemption from the payment thereof.

And it is proposed by the said intended Act to take power to stop up, remove, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, towing paths, tramways, bridges over the said canal, or other bridges, aqueducts, canals, reservoirs, locks, wharves, sluices, rivers, streams, brooks, pipes, waters, and watercourses, within or adjoining the aforesaid parishes, townships, or other places, which it may be necessary or expedient to stop up, alter, or divert, for carrying the purposes of the intended Act into execution, or in consequence of the passing thereof; and to vary or extinguish all existing right or privileges in any manner connected with the said canal, or with the lands or buildings proposed to be purchased or taken for the purposes of the intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to discontinue, for the purposes of public navigation, the portion of the Shropshire Union Canal, and the towing paths and other conveniences and appurtenances thereto, as will be occupied by the proposed railway; and also all such other portions of the said canal as may become unnecessary by reason of the proposed conversion and works aforesaid; and also all or any branches or collateral cuts connected with the portions of canal so proposed to be converted and discontinued.

And to enable the Shropshire Union Railways and Canal Company, and the London and North Western Railway Company, or either of them, and either jointly or separately, to sell and dispose of, or otherwise to retain and hold for such purposes as they may think desirable, all or any part of the lands upon which the portions of the said canal so converted or discontinued are situate, and also all waters now flowing into or used in connection therewith, and to make arrangements with the owners of adjoining lands, mine owners, and others, with relation to the said lands and water, and for the user and occupation thereof.

And the said Act will also enable the Shropshire Union Railways and Canal Company, and the London and North Western Railway Company, or either of them, to apply to the purposes thereof such part of their corporate funds as may be requisite, and will also enable the Shropshire Union Railways and Canal Company to raise a further sum of money for such purposes, or any of them, either by the creation of shares, with or without preferential or guaranteed dividends, and other rights and privileges attached thereto, or by borrowing, or by each of those means.

And notice is hereby further given, that on or before the thirtieth day of November instant, a map, plans, and sections, describing the direction, line and levels of the said intended railway and other works in the county of Montgomery, together with a book of reference to the said plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Montgomery, at his office in Welshpool; and on or before the same day copies of so much of the said respective plans, sections, and book of reference as relates to each of the several parishes and extra-parochial places in or through which the said railway and works are intended to be made, or in which the said lands are situate, will, together with a copy of this notice as published as aforesaid, be deposited as follows (that is to say): in the case of parishes, with the parish clerk of every such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

And it is proposed by the said intended Act to alter and repeal the local and personal Act 34 Geo. III, cap. 39, relating to the Montgomeryshire Canal; and also to alter, vary, or repeal all or some of the provisions of the local and personal Acts relating to the Shropshire Union Railways and Canal Company and the London and North Western Railway Company.

And notice is hereby lastly given, that on or before the twenty-third day of December, 1859, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the fourteenth day of November, 1859.

#### Putney and Battersea Bridges.

(Purchase, Removal, or Alteration of Bridges; Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company, or to appoint trustees or commissioners, with all the necessary powers, to carry into effect the objects and purposes following, or some of them, that is to say:

1. To purchase and acquire by agreement or otherwise, or to take a lease of all the property, rights, and interests of the owners of the bridge erected across the Thames between the town of Fulham, in the county of Middlesex, and of Putney, in the county of Surrey, and called or known as Putney Bridge, and a certain other bridge constructed across the river Thames, between Battersea, in the county of Surrey, and Chelsea, in the county of Middlesex, and called or known as Battersea Bridge, or either of them, and to enable such owners respectively to sell or lease all their property, rights, and interests in such bridges respectively.

2. To alter and improve such bridges, or either of them, or wholly remove the same, and to erect others in lieu thereof.

3. To alter, or wholly repeal the present tolls, rates, pontage, and other charges authorised to be taken upon such bridges, or either of them, and to levy other rates, dues, and charges in lieu thereof, and to create exemptions from the payment of such rates, tolls, and charges.

4. To raise the necessary capital, either by shares or by borrowing, or by the levying of rates and charges and by borrowing upon the credit of such rates and charges, or by the granting of annuities, or partly by shares and partly by the levying of rates and charges and by the granting of annuities, or by such other means as Parliament shall determine.

5. To provide for the payment of all debts and charges upon the said bridges respectively, and for the distribution of the purchase-money amongst the several persons possessed of any property, right, or interest in such bridges respectively.

6. To enter into and carry out all such contracts and agreements with the said owners of the said bridges respectively, or either of them, and all other necessary parties for carrying into complete and full effect the objects of the said intended Act.

7. So far as may be necessary for the objects and purposes aforesaid to alter, amend, repeal, or enlarge all or any of the powers and provisions of the several Acts, or some of them, relating to the said bridges respectively, and in particular the Acts following, that is to say, the 12th Geo. I., cap. 36; and 1st Geo. II., cap. 18, relating to the said Putney Bridge; and the 6th Geo. IV., cap. 66, relating to the said Battersea Bridge; 18th and 19th Victoria, cap. 120; and 19th and 20th Victoria, cap. 112, relating to the Metropolitan Board of Works: and all other Acts, charters, instruments, rights, and interests which may in any way impede or interfere with the objects and purposes of the said intended Act.

Printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1859.

*R. H. Wyatt*, 28, Parliament-street, Westminster, Parliamentary Agent.

#### London and North Western Railway (No. 2).

(Abandonment of part of Edgehill and Garston Line; Construction of New Line in lieu thereof and of Line to the Liverpool Docks and Lines in connection with Kensington Station and North and South London Junction Railway; additional Lands and Capital; Amendment of Acts; and other purposes).

**N**OTICE is hereby given, that application will be made to Parliament, in the next session, by the London and North Western Railway Company (hereinafter called "The Company") for an Act for all or some of the objects and purposes following (that is to say):

To authorise the relinquishment of so much of the railway authorised by "The London and North Western (Edgehill to Garston) Railway Act, 1859," as would be situate between its authorised junction with the Company's railway at Edgehill, in the township of Wavertree, in the parish of Childwall, in the county of Lancaster, and a certain private road numbered on the deposited plans referred to in the said Act 7, in the township of Allerton and parish of Childwall, in

the same county, and to relieve the Company from all obligation to construct the same.

To authorise the Company, in lieu of such relinquished portion of railway, to make and maintain a railway, with all necessary stations, works, and conveniences connected therewith, to commence by a junction with the Company's railway at Edgehill, in the township of Wavertree and parish of Childwall, near to the point where the said railway crosses the road leading from Liverpool to Wavertree, and to terminate at the said road numbered 7 in the township of Allerton and parish of Childwall, and to pass through or into the several parishes, townships, and extra-parochial places of Wavertree, Allerton, Childwall, Toxteth Park, and Garston, or some of them, all in the said county.

To authorise the Company to make and maintain a railway, with all necessary stations, works, and conveniences connected therewith, to commence in the said township of Wavertree and parish of Childwall, by a junction with the first mentioned intended railway on the northernly side of a public highway called Rose-lane, and to terminate in the extra-parochial place of Toxteth Park, near to and on the south side of Park-street, and near to and on the east side of Sefton-street, in the Borough of Liverpool, and to pass through or into the several parishes, townships, and extra-parochial places of Wavertree, Allerton, Garston, Childwall, and Toxteth Park, or some of them, all in the said county.

To authorise the Company to construct a railway, with all necessary stations, works, and conveniences connected therewith, to commence by a junction with the last mentioned intended railway, near the point where Wellington-road unites with Sefton-street, and to terminate in the premises of the Shropshire Union Railways and Canal Company, on the Westernly side of Sefton-street, all in the said extra-parochial place of Toxteth Park.

To authorise the Company to make and maintain a railway, with all necessary stations, works, and conveniences connected therewith, to commence by a junction with the intended railway first hereinbefore described, at a point about two hundred yards north of the public road called Penny-lane, and to terminate by a junction with the intended railway secondly hereinbefore described, at or near the westernly side of the road called Mossley Vale-road, all in the said extra-parochial place of Toxteth Park.

To authorise the Company to construct a railway commencing by a junction with the authorised line of the West London Extension Railway, at or near the south-western corner of the Kensington Canal Basin, in the parish of Saint Mary Abbots Kensington, in the county of Middlesex, and terminating by a junction with the authorised line of the Kensington Station and North and South London Junction Railway, at or near a point distant one hundred and fifty yards from the eastern side of a newly laid out street called or intended to be called the Warwick-road, in the same parish of Saint Mary Abbots Kensington, and which said intended railway will be situate wholly in the last mentioned parish.

To authorise the Company to construct a railway commencing by a junction with and at the eastern terminus of the authorised line of the Kensington Station and North and South London Junction Railway, in the parish of Saint Mary Abbots Kensington, in the county of Middlesex, and terminating near to the property of the Royal Commissioners of the Exhibition of 1851, on the eastern side of the newly laid out street called or intended to be called Queen's-gate Road other-

wise Prince Albert's Road, in the same parish of Saint Mary Abbots Kensington, and near the intersection of Cromwell-road by the last mentioned intended street, which said last mentioned intended railway will be situate wholly in the said last mentioned parish.

To enable the Company to enter into agreements with the Kensington Station and North and South London Junction Railway Company, with respect to the working, use, management, and maintenance of the said station and railway, and the fixing and apportionment of the rates, tolls, and charges in respect of the traffic of the two Companies, and to enable the Company to contribute towards the construction of the said station and railway.

To enable the Company to purchase lands and houses by compulsion or agreement for the purposes of the intended Act, and also certain lands and houses in the borough of Liverpool lying between the Company's railway at Edgehill and Wavertree-road, and to vary and extinguish all existing rights and privileges in any manner connected with such lands and houses which would in any manner impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To levy tolls, rates, and duties in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To stop up and discontinue as a thoroughfare the whole or part of a street in Toxteth Park called Egerton-street, and to cross, stop up, alter, or divert temporarily or permanently all turnpike and other roads and highways, railways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and watercourses which it may be necessary to cross, stop up, alter, or divert, for the purpose of carrying the intended Act into effect.

And it is intended by the said Act to enable the Company to apply their corporate funds, and if necessary to raise additional capital by the creation of new shares or stock, and by borrowing, or by either of those means, for all or any of the purposes aforesaid.

And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act, to alter, amend, extend, and enlarge, and, if need be, to repeal all or any of the powers and provisions of the following Acts, relating to the London and North Western Railway Company, viz.:—Local and Personal Acts, 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 183, 228, 236, 270, 278, and 291; 11 and 12 Vic. caps. 54, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic. caps. 201 and 204; 18 and 19 Vic. caps. 172 and 194; 19 and 20 Vic. caps. 52, 69, and 123; 20 and 21 Vic. caps. 64, 98, and 108; 21 and 22 Vic. cap. 131; and 22 and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126, and 131; and "The Kensington Station and North and South London Junction Railway Act, 1859."

And notice is hereby also given, that on or before the 30th day of November instant, maps,

plans, and sections describing the lines and levels of the proposed works, and plans of the lands and property proposed to be taken under the powers of the intended Act, with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the thirtieth day of November in the present year as follows (that is to say): as regards so much thereof as relates to the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and as regards so much thereof as relates to the county of Middlesex, with the Clerk of the Peace of such county at his office at Clerkenwell; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made or the said lands are situate, together with a copy of this notice as published in the London Gazette, will be deposited on or before the said thirtieth day of November, as follows (that is to say): in the case of parishes, with the clerks of such parishes respectively at their respective places of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

And notice is hereby further given, that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December in the present year.

Dated the 14th day of November, 1859.

*S. Carter.*

*Swift, Wogstaff, and Blenkinsop.*

#### Feering Junction and Coggeshall Railway.

(Incorporation of Company; Powers to Make a Railway; Powers of Sale, Lease, or Working Arrangements to and with the Eastern Counties Railway Company; Power to Eastern Counties' Railway Company to Subscribe to the Undertaking; Purchase of Lands; Lease of Lands; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, and to enable such Company to make and maintain the railway hereinafter described, together with all necessary and proper stations, works, conveniences, and approaches connected therewith, that is to say:—

1. A railway commencing by a junction with the rails of the Eastern Counties Railway, at a point on the down line of the said railway, 150 yards or thereabouts, measured westwardly from the west side of a bridge carrying the road from Prested Hall to Feering over the Eastern Counties' Railway, being the bridge nearest to the 43 mile post on the said railway, in the parish of Feering, and passing thence from, through, or into the several parishes, townships, and extra-parochial places of Feering and Great Coggeshall, all in the county of Essex, and terminating in the said parish of Great Coggeshall, in a piece of inclosed garden ground now belonging to William Swinborne, Esquire, and in his occupation, and formerly belonging to John Mayhew, Esquire, near to a certain street called Church-street.

And it is intended by the said Act to confer upon the Company to be thereby incorporated

powers for all or some of the following purposes, that is to say:—

To form a junction or junctions with the rails of the Eastern Counties' Railway at the proposed point of junction therewith, and otherwise to interfere with that railway and the works thereof respectively.

To deviate from the line of the said intended railway to such extent as shall be laid down on the plans thereof to be deposited as hereinafter mentioned.

To cross on the level several turnpike roads, public highways, and other roads, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, public highways, and other roads, streets, bridges, works, rivers, streams, sewers, drains, and railways, within the said parishes, townships, and other places aforesaid, or some of them, as may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said proposed railway and works, or any of them,

To purchase compulsorily or by agreement or otherwise, to acquire the lands and houses required for the purposes of the said intended railway and the works connected therewith, and to vary or extinguish all rights and privileges in any manner connected with such lands and houses, or which would in any manner interfere with the construction, maintenance, and use of the said railway and works, or any of them.

To accept and take any lease or leases for any term or terms of years, at any rent or rents to be agreed upon, with powers and covenants for renewal or sale and purchase of all or any of the lands and houses required for the purposes of the said intended railway and the works connected therewith.

To levy tolls, rates, and charges upon or in respect of the use of the said intended railway and works, and to alter existing tolls, rates, or charges, and to confer such exemptions from the payment of such tolls, rates, and charges as may be thought expedient, and to confer, vary, or extinguish other rights, privileges, and exemptions:

To raise a joint stock or capital and borrow money for the purposes of the said undertaking, and to incorporate with, and make applicable to, the objects of the said intended Act all or some of the powers and provisions of "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and all other necessary powers and provisions.

And it is intended by the said Act to enable the Eastern Counties' Railway Company to contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and to hold shares in the capital of the said intended Company, and to apply their corporate funds for all or any of the said purposes, and to raise additional capital for the purpose, and also to enable the Company to be incorporated by the said Act; and the Eastern Counties' Railway Company to enter into and carry into effect such contracts, arrangements, or agreements for the purchase, or lease, or otherwise for the working, management, maintenance, and use by the said Eastern Counties' Railway Company, of the said intended railway and works; and the regulation, management, working, and direction of the traffic upon or over such intended railway, and the railways of the Eastern Counties' Railway Company; and for the use on the said intended and other railways of the engines, carriages, trucks and waggons of the said Eastern Counties' Railway

Company; and for the payment, and also the division, or apportionment, between the said Companies of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, or maintenance and use, and either entirely or subject to such deductions or abatements; and after and subject to such applications and appropriations of any parts or portions thereof to any specific or other purposes, or for or in respect of such annual or other payments, or for such other considerations as may be fixed or agreed upon.

And it is intended by the said Act to enable the Company to be thereby incorporated to enter into all necessary arrangements and agreements with any Companies or persons for the working, management, maintenance, and use of the said intended railway.

And it is intended by the said Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the "Eastern Counties' Railway Act, 1858," and of the "Eastern Counties' Railway (North Woolwich Railway Branches) Act, 1853," and of the "Eastern Counties' and Newmarket Railways' Arrangements Act, 1852;" and also of the several Acts of Parliament next hereinafter mentioned relating directly or indirectly to the Eastern Counties' Railway Company, that is to say:—Local and Personal Acts, 6 and 7 William IV., caps. 103 and 106; 1 and 2 Vic., cap. 81; 2 and 3 Vic., caps. 77 and 78; 3 Vic., cap. 52; 4 Vic., caps. 14 and 24; 4 and 5 Vic., cap. 42; 6 Vic., cap. 28; 7 Vic., caps. 19, 20, and 35; 7 and 8 Vic., caps. 62 and 71; 8 and 9 Vic., caps. 85, 110, and 201; 9 Vic., cap. 52; 9 and 10 Vic., caps. 258, 356, 357, and 367; 10 and 11 Vic., caps. 12, 13, 20, 92, 156, 157, and 158; 15 Vic., caps. 30, 33, 51, 65, 84, and 108; 16 and 17 Vic., caps. 87 and 117; 17 and 18 Vic., caps. 153 and 220; and 19 and 20 Vic., caps. 51, 15, and 76.

And notice is hereby given, that duplicate plans and sections of the said intended railway and works, together with books of reference to such plans, and a published map, with the intended line of railway delineated thereon, showing the general course and direction thereof respectively, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, in the same county, on or before the 30th day of November, 1859, and that on or before the said 30th day of November, 1859, 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 railway and works are intended to be made, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and, in the case of an extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby given, that on or before the 23rd day of December, 1859, printed copies of the said intended Act will be deposited in the Private Bill Office of the Honourable the House of Commons.

Dated the 8th day of November, 1859.

*Stevens and Beaumont*, Solicitors; Coggeshall;

*Gregory, Gregory, Skirrow, and Rowcliffe*, Parliamentary Agents, 1, Bedford Row, London.



## Mid-Wales Railway.

(Breconshire, Radnorshire, and Carmarthenshire Junction Sections; Deviation of Authorised Line; Power to construct new Railways, Tramway, and Works; Power to raise and apply capital; Power to make Agreements with Central Wales Railway Company; Power to last-mentioned Company to raise Capital; Power to Llanelly Railway and Dock Company to subscribe and raise Capital; Arrangements with other Companies; Arrangements as to Stations; Amendment of Acts and other Provisions.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mid-Wales Railway Company, hereinafter called "the Company," for leave to bring in a Bill for the following purposes, or some or one of them, that is to say:—

Firstly.—To authorise the Company to relinquish the construction of so much of the railway, by "The Mid-Wales Railway Act, 1859," authorised to be made, as extends from the field or close of land, numbered 76 on the plans referred to in the said Act, in the parish of Llansaintffraid-Cwmdauddwr, in the county of Radnor, to the field or piece of land numbered 76 on the same plans, in the parish of Nantmel, in the said county of Radnor, and being at the point on the authorised line of the said railway, marked or shown on the said plans as distant sixteen miles five furlongs from the commencement thereof at Llanidloes, and to make and maintain a railway in substitution for the portion of railway so proposed to be abandoned, with all proper works and conveniences connected therewith, to commence in the said field or close of land numbered 76, in the said parish of Llansaintffraid-Cwmdauddwr, and which is reputed to belong to Thomas Prickard, and terminating in the said field or piece of land numbered 76, in the said parish of Nantmel, and which is reputed to be common land, and to belong to James Watt Gibson Watt, Esquire, as Lord of the Manor, and at the said point therein marked on the said plans as distant sixteen miles and five furlongs from the commencement thereof, as aforesaid, such last-mentioned railway and works to be wholly situate in the several parishes of Llansaintffraid, Rhayader Gwy, Cwmdauddwr, Rhayader, and Nantmel, and in the townships of Dyffryn Gwy and Gwastedinfawr, in the said county of Radnor, and the parish of Llanwrthwl, in the county of Brecon.

Secondly.—A railway commencing by a junction with the authorised line of the Mid-Wales Railway, 1859, in a field numbered 71 on the deposited plans of the said railway, situated in the parish of Llanyre, in the county of Radnor, and terminating in a field called Dolgro, situate in the parish of Llanellwedd, in the said county of Radnor, and now in the occupation of Thomas Williams, and which said intended railway will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say:—Llanyre and Llanellwedd in the county of Radnor; Llysdinam, Llanafanfawr, Llanfihangel-bryn-pabuan, Rhosferrig, Llanganten, Builth, and Llanfair-in-Builth, in the county of Brecon.

Thirdly.—A railway commencing in the said field called Dolgro, situate in the said parish of Llanellwedd, in the said county of Radnor, and terminating by a double junction with the line next hereinafter described, one of such last-mentioned junctions being at a spot one hundred yards or thereabouts north-west of the park gate leading to the Lodge (now in the occupation of

General Thomas Wood), in a field now in the occupation of Lewis Watkins, in the parish of Aberllyfni, in the county of Brecon, and the other of such junctions being at a spot seventy yards or thereabouts north-west of the Hay Railway, in a field called Maesgwern, in the occupation of the said Lewis Watkins, situate in the parish of Aberllyfni aforesaid, and which said intended railway will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say—Llanellwedd, Llanfaredd, Aberedw, Llandilograban, Llanstephan, and Boughrood, in the county of Radnor, and Llyswen, Llandefalloy Pipton, Glasbury, and Aberllyfni, in the county of Brecon.

Fourthly.—A railway commencing with a junction with the authorised line of the Hereford, Hay, and Brecon Railway, at or near a point in the deposited plans of the said railway, nine miles and five furlongs or thereabouts, from the Brecon terminus of the said last-mentioned railway, in a field numbered 49 on the same plans, situate in the parish of Aberllyfni, in the county of Brecon, and terminating at or near a point on the Hay Railway, twenty yards or thereabouts from the east end of the tunnel of the said Hay Railway, situate in the parish of Llanfihangel-tal-y-lynn, in the county of Brecon, and which said intended railway will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say—Aberllyfni, Pipton, Glasbury, Bronllys, Talgarth, Trefecca, Trewalter, Llanfillo, Llandefelig-tregraig, Llanorse, Llanfihangel-tal-y-lynn, Llangasty-tal-y-lynn, in the county of Brecon.

Fifthly.—A railway commencing by a junction with the authorised line of the Central Wales Railway, in certain land numbered 160 on the plan referred to in "The Central Wales Railway Act, 1859," in the parish of Llanbadarn-fawr, in the county of Radnor, and being at or near the point on the authorised line of the said Central Wales Railway, marked or shown on the said last-mentioned plan, as being distant eighteen miles and five furlongs from the commencement thereof, at or near Knighton, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say—Llanbadarn-fawr, Bryn Hyfryd, Bryn-hyffraeth, Cefn, Church and Cellws, Cetiws, Cefnlllys, Trefonen, Llandrindod, Llandrindod township, Llandrindod parish, Llanyre, Maesgwyn, Coedlasson, Vaenor, Cilgee, Trawscoed, Nantmel, Dysserth, Dysserth parish, Dysserth township, and Trecoed, all in the county of Radnor, Llanwrthwl, Llanwrthwl upper division, Llanwrthwl lower division, Llanfihangel bryn-pabuan, Rhosferrig, Llanafan-fawr, Llanafan-fawr first division, Llanafan-fawr second division, Llanafan-fawr third division, Llysdinam, Llanafanfechan, Llanlleonfel, Llanlleonfel parish, Llanlleonfel township, Gwarafog, Llanganten, Llangammarch, Treflys, Penbualt, Gwythailon, Llanwrtyd, Clawddmadog, Llechweddor, Llandulas, In-tir-Abbott alias Tir Abad, and Llandulas, all in the county of Brecon; Llanfair-ar-y-bryn, Rhandir-Isaf, Rhandir-Canol, Rhandir-Uchaf, Rhandir Abbott, Llandingat, Llandoverly, Telych, Forest, and Ystrad, all in the county of Carmarthen, and terminating by a junction with the Vale of Towy Railway, at its Llandoverly terminus, at or near the station thereof, at or near the town of Llandoverly, in the county of Carmarthen; and also a short loop line of railway commencing by a junction with the said secondly described railway at or near a certain spot in

Bryndynad Wood, reputed to be the property of John Powell, and in the occupation of Philip Meredith in the parish of Llanganten, in the county of Brecon, north-east of a weir on the River Chwefru, leading the water of the said river to Bryndynad Mill, and terminating by a junction with the said thirdly described railway, in a fold or yard, at a distance of twenty yards or thereabouts, from a house called Cornel, reputed to be the property of Thomas Price Bligh, and in the occupation of James Phillips, and the whole of which will be in the parish of Llanganten.

Sixthly.—To enable the Company to make and maintain a railway or tramroad, with all proper works and conveniences connected therewith, commencing by a junction with the said fifthly described intended railway, at or near a place called Maescefnffordd, situate in the parish of Llangammarch, in the county of Brecon, in a field called Cae Sgubor, in the said parish of Llangammarch, and now in the occupation of James Price, and terminating in the parish of Llanafan-fawr, in the said county of Brecon, at or near a spot, ten yards or thereabouts south of a gate called Lldiart-gerig, on the way or road leading from Maescefnffordd to the hill or common called Alltinas, and passing through the parishes, townships, or places following, that is to say—Llangammarch, Llanafan-fechan otherwise Llanfechan, Llanlleonfel, and Llanafan-fawr, or one of them, in the county of Brecon.

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes aforesaid, or some of them, and including the following powers, that is to say—To stop up, alter or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary or desirable to stop up, alter, or divert, for the purposes of the intended lines of railway and branch railway and works, or any or either of them.

To purchase by compulsion and by agreement lands, houses, and hereditaments, for the purposes of the intended lines of railway and branch railway and works, any or either of them, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon, or in respect of the said intended lines of railway and branch railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

And it is also intended by the said Bill (and in addition to powers for the purchase by compulsion and otherwise of all property situate within the limits of deviation, shown upon the plans hereinafter mentioned), to empower the intended Company, and the Hay Railway Company, as regards the Hay Railway or tramroad, to enter into and carry into effect any arrangements or agreements for or with reference to the purchase, leasing, and sale of the Hay Railway or tramroad, or any part or parts thereof, on any terms or conditions, which may be mutually agreed upon, and to enable the Company to use, or convert, and to take tolls upon, or abandon any railway or tramroad, or part of a railway or tramroad, which may be purchased by them under any of the powers of the intended Bill.

To empower the Company, and any Company which may obtain power in the ensuing session of Parliament, to make any railway forming, or

which might form a junction with any of the railways or branch railways hereinbefore described, to enter into and carry into effect contracts or arrangements for or with reference to the construction, maintenance, working and use by either of such Companies of the railways and work, or any of them, of the other party of them, or any part thereof; the supply and maintenance of stock and plant for the same; contributions and payments by either of such Companies to the other of them; the collection, regulation, management, protection and transmission of the traffic on such railways and works, or any part thereof; the fixing, levying, collection, appropriation, division and distribution of the tolls, income and profits arising therefrom, and the employment of officers and servants.

And it is proposed by the said intended Act to enable the Company, for the construction of the railways aforesaid, or one of them, or some part or parts thereof, to apply their corporate funds, and to raise further sums by creating new preference or ordinary shares, and by borrowing on mortgage; and to alter and amend "The Mid-Wales Railway Act, 1859," or to authorise the Oswestry and Newtown Railway Company, and the Llanidloes and Newtown Railway Company, or one of them, to construct the same and execute the powers in relation thereto, and to enable the said Oswestry and Newtown Railway Company, the Llanidloes and Newtown Railway Company, the Shrewsbury and Welshpool Railway Company, the Mid-Wales Railway Company, the Central Wales Railway Company, the Vale of Towy Railway Company, the Llanelly Railway and Dock Company, the Great Western Railway Company, the Birkenhead, Lancashire and Cheshire Junction Railway Company, and the London and North-Western Railway Company, or any or some one of them, to contribute towards the capital and hold shares in the undertaking of the Company, and appoint directors of the Company, and for such purposes to apply any funds which they or any of them are now authorised to raise, or to raise further sums by creation of new shares in their undertakings respectively, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage, bond and Bill, or by some or one of those means, or partly by some or one of such means, and partly by others, or otherwise as may be provided for by the intended Act.

To enable the Company, the Central Wales Railway Company, and any Company which may obtain power in the ensuing session of Parliament, to make any railway forming or which might form a junction with any of the railways or branch railways hereinbefore described, to make and carry into effect agreements for the joint use or working and maintenance by such Companies, or any of them, of the intended railways or any part thereof, and to amend "The Central Wales Railway Act, 1859," and to enable the Central Wales Railway Company to raise further sums for the purposes of the intended Act by new preference or other shares, and by borrowing on mortgage.

To enable the Llanelly Railway and Dock Company to subscribe to the undertaking under the intended Act, and to raise money for such purpose by new preference or other shares, and by borrowing on mortgage.

And notice is hereby given, that on or before the 30th day of November, in the present year, duplicate plans and sections of the said intended railways and works respectively, together with books of reference thereto, and also published maps with the lines of railway delineated thereon and a copy of this notice as published in the Lon

don Gazette, will be deposited for public inspection, with the Clerk of the Peace for the county of Radnor, at his office at Kington, in the county of Hereford; with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery; and that on or before the said 30th day of November, a copy of so much of the plans and sections as relate to each parish in or through which the said railways and works respectively are intended to be made, together with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each parish at his usual place of abode; or in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto.

And it is proposed by the said intended Act to enable the Oswestry and Newtown, the Llanidloes and Newtown, the Shrewsbury and Welchpool, the Newtown and Machynlleth, the Great Western, the Birkenhead, Lancashire and Cheshire Junction, the London and North-Western, the Mid-Wales, the Central Wales, and the South Wales Railway Companies, and the Llanelly Railway and Dock Company, or some or one of such Companies, to work the traffic upon the proposed railways, or either of them, with their respective engines and carriages, and respectively to enter into and carry into effect contracts and agreements with the Company for the interchange and forwarding of traffic passing to or from the railways of the Companies, or any of them, from or to any of the railways of the said other Companies, or such of them as may be party to any such agreement, and for the division and apportionment of the tolls and profits arising from such traffic; and also to enable all, or any, or some, or one of the said several Companies to make and enter into agreements and arrangements with the others, or any, or some, or one of the others of them, for or in respect of the use, working and management of their railways respectively, and the several branches, works and conveniences belonging to the same railways respectively or any, or some, or one of the same railways, branches, works and conveniences respectively, or any or some part or parts thereof respectively, by any or either, or some, or one of all the said Companies; also for the conveyance and management by any, or either, or some, or one of all the said Companies, of the whole or any part of the traffic upon or of the said railways respectively, or any of them, or which shall arise or commence upon, or pass to or from the said railways respectively or any of them, or any part or parts thereof respectively; also for the division and apportionment of such traffic or any part or parts thereof between the Companies entering into such agreements or arrangements respectively; the supply of any rolling or working stock for such purposes; the management, maintenance and repair of the said railways, or any or either of them, or any part or parts thereof respectively; the cost and expense of such working, management, maintenance and repairs; the collection, delivery and general conduct of such traffic, the fixing, collecting, taking and levying of the tolls, rates and charges in respect thereof, and the division between the Companies making or entering into such agreements or arrangements of the receipts arising from all or any part of such traffic as aforesaid, upon or of or which shall arise or commence upon, or pass to or from the said railways respectively, or any of them, or any part or parts thereof respectively, and the rent or other considerations to be paid by any or either of the said last-mentioned Companies

to the others, or other of them, in respect of any such use, working or management, as aforesaid or otherwise; or for some or one of the several purposes or objects aforesaid, and for confirming and sanctioning any agreement or agreements, which, at the time of the passing of the said Act shall have been, or thereafter may be made or entered into between the said Companies, or any or either of them, with any or either of the others of them for all or any of the purposes or objects aforesaid.

And it is also proposed by the said intended Act or Acts to authorise and enable all the said Companies, or any or either of them, to enter into and carry into effect contracts and agreements, for the joint construction, use and management of stations, with suitable approaches, works, and conveniences, at or near the termini of their railways respectively, and also for the renting and occupation, by any or either of all the Companies of any such stations, approaches, works and conveniences already constructed, or hereafter to be constructed by any or all the Companies; and also to enable the Company and the Llanidloes and Newtown Railway Company to enter into and carry into effect contracts, agreements and arrangements for the sale by the Company to, and also for the use by the Llanidloes and Newtown Railway Company of such portion of the railway of the Company, or any part thereof, as lies or shall lie between the site of the intended new station at Llanidloes, or between such permanent station for passengers as shall be there erected, and the junction of the authorised line of the railway of the Company with the Llanidloes and Newtown Railway, together with all or any of the lands, rights and property of the Company in connection therewith, or any of them, or any part thereof.

And it is proposed by the said intended Act, so far as it may be necessary or expedient so to do, to alter, amend, vary, extend, or repeal some or any of the provisions of the several Acts of Parliament hereinafter mentioned (that is to say):—“The Llanidloes and Newtown Railway Deviation Act, 1856;” “the Vale of Towy Railway Act, 1854;” “the Vale of Towy Railway Leasing Act, 1858;” the Oswestry, Welchpool and Newtown Railway Act, 1855;” “the Shrewsbury and Welchpool Railway Act, 1856;” “the Shrewsbury and Welchpool Railway Act, 1858;” “the Newtown and Machynlleth Railway Act, 1857;” and also the several Acts following relating to or affecting the Hay Railway (that is to say):—local and personal Acts, 51 Geo. III, cap. 122; 52 Geo. III, cap. 106; and 53 Geo. III, cap. ; and also “the Hereford, Hay and Brecon Railway Act, 1859;” “the Mid-Wales Railway Act, 1859;” and “the Central Wales Railway Act, 1859;” and also the several Acts following, relating to or affecting the Llanelly Railway and Dock Company (that is to say):—local and personal Acts, 9 Geo. IV, cap. 91; 3 Wm. IV, cap. 52; 6 Wm. IV, cap. 96; and “the Llanelly Railway and Dock Act, 1859.”

And also the several Acts following, relating to or affecting the Great Western Railway Company (that is to say)—local and personal Acts, 5 and 6 Wm. IV, cap. 107; 6 Wm. IV, caps. 36, 38, 77, and 79; 1 Vic. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic. cap. 47; 3 and 4 Vic. cap. 105; 4 and 5 Vic. cap. 41; 5 Vic. sess. 2, cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic. caps. 68 and 99; 8 and 9 Vic. caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic. cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic. caps. 60, 72, 76, 80, 91, 101,

109, 144, 149, 154, 226, and 242; 11 and 12 Vic. caps. 25, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic. caps. 6, 7, 55, and 85; 13 and 14 Vic. caps. 44, 98, and 110; 14 and 15 Vic. caps. 48, 81, and 131; 15 and 16 Vic. caps. 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic. caps. 121, 153, 175, and 212; 17 and 18 Vic. caps. 108, 120, 202, and 222; and of the several Acts enumerated in the schedule thereto, relating to the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies; and 18 and 19 Vic. caps. 69 and 191; and 20 and 21 Vic. cap. 13; and also the Birkenhead, Lancashire and Cheshire Junction Railway Act, 1852.

And also the several Acts following relating to the Shropshire Union Railways and Canal Company (that is to say): local and personal 9 and 10 Vic. caps. 304, 322, and 323; and 10 and 11 Vic. cap. 236; and 17 and 18 Vic. cap. 179.

And also the several Acts of Parliament, or some of them, following, relating to the London and North-Western Railway Company (that is to say): local and personal Acts, 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic. caps. 179, 201, and 204; 18 and 19 Vic. cap. 146; and 19 and 20 Vic. cap. 123.

And also the several Acts of Parliament, or some of them, following, relating to the South Wales Railway Company, that is to say "The South Wales Railway Act, 1845;" "The Amendment Act, 1846;" "The Amendment Act, 1847;" "The Extension of Time Act, 1850;" "The Capital Act, 1850;" "The Capital Act, 1851;" "The New Works Act, 1851;" "The South Wales Railway Act, 1852;" "The Pembroke Line, &c. Act, 1853;" "The Deviation Act, 1853;" "The Leasing Act, 1853;" "The South Wales Railway Act, 1854;" "The Consolidation Act, 1855;" and "The South Wales Railway Act, 1858."

Printed copies of the Bill for effecting the objects specified in this notice, or some of them, will, on or before the 23rd day of December, 1859, be deposited in the Private Bill Office of the House of Commons.

Dated November 9th, 1859.

*S. F. Noyes*, No. 5, Lincoln's-inn-fields,  
London;  
*Mayberry, Williams, and Cobb*, Brecon;  
*Howell and Jones*, Welchpool;  
*Richard Wood*, Rhayader;  
Solicitors for the Bill.

Epping Railways—Ilford Lines, &c.

(Running powers over part of Woodford and Loughton Branch; Railways therefrom to London, Tilbury, and Southend Railway; Extension to Dunmow; Powers of subscribing, working, using, facilitating traffic, &c., to Eastern Counties, Eastern Union, Norfolk, London, Tilbury and Southend, and London and Blackwall Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Epping

Railways Company to make and maintain the following railways, with all proper stations, works, and conveniences, connected therewith respectively, that is to say:—

1. A railway commencing by a junction with the authorized Epping Railway, at or near the Chipping Ongar terminus thereof, and in or near a certain field in the parish of Chipping Ongar, owned and occupied by Wm. Pemberton Barnes, Esqre., and lying on the western side of the road leading from Chipping Ongar to Fyfield, passing thence from, in, through, or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Chipping Ongar, High Ongar, Shelley Fyfield, Beauchamp Roding otherwise Roothing, Abbots otherwise Abbess Roding alias Roothing, Leaden Roding otherwise Roothing, White Roding otherwise Roothing, Aythorp Roding otherwise Roothing, High Roding otherwise Roothing, Great Canfield and Great Dunmow, in the county of Essex, and terminating in or near a certain garden, in the parish of Great Dunmow, belonging to Edward Swinborne Philbrick, and occupied by Charles Nelson, and lying on the western side of the turnpike-road leading from Dunmow to Chelmsford, and adjoining a certain occupation road, leading to steam and wind mills, owned and occupied by Joseph Lambert.

2nd. A Railway commencing by a junction with the Loughton and Woodford branch of the Eastern Counties Railway, at or near the Woodford Station, and to the south thereof, and passing thence from, through, in, or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Woodford, Wanstead, Barking, Great Ilford, Little Ilford, and East Ham, all in the county of Essex, and terminating by a junction with the Bow and Barking Extension of the London, Tilbury, and Southend Railway Company, at or near the point where that extension crosses on the level a certain road in the parish of East Ham, about five chains east of the mile-post denoting six and one quarter miles from Fenchurch-street terminus.

3rd. A railway commencing by a junction with the last-mentioned intended railway, at or near the Hall, in the parish of Little Ilford, in the county of Essex, and terminating by a junction with the London, Tilbury, and Southend Railway at or near the point of junction of the Bow and Barking extension aforesaid therewith, and which said railway will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places, or some or one of them following, that is to say, Little Ilford, East Ham, and Barking, all in the county of Essex.

And it is proposed that by the said intended Act to take powers for the compulsory purchase of lands and buildings in or near the before-mentioned parishes and places, or some of them, for the purposes of the said intended railways, and to alter the levels of, stop up, alter, or divert, temporarily or permanently, all turnpikes and other roads, and highways, railways, tramways, rivers, waters, watercourses, natural or artificial, sewers pipes, and works of every description, which it may be necessary or convenient to stop up, alter or divert, for the purposes of the said intended railways; and to vary or extinguish all existin rights and privileges connected with the lands; be taken, or which would in any manner impe or interfere with the carrying into full and complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act

authorize the Epping Railways Company to raise a further sum of money by the creation of shares, and to borrow money on mortgage, and to levy tolls, rates, and duties, and to vary existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties.

And it is proposed by the said intended Act to authorize the Epping Railways Company, and any company or party for the time being working the Epping Railways, to run over and use with their engines and carriages so much of the Loughton and Woodford Branch of the Eastern Counties Railway as intervenes between the respective points of junction of the Epping Railways at or near Loughton, and of the secondly mentioned intended railway at or near the Woodford Station, with such Loughton and Woodford Branch and all or any stations, works, and conveniences now or hereafter to be constructed in connection with the portion of the said branch, to be so used upon payment of such tolls and upon such terms and conditions as may be agreed upon between the Epping Railways Company on the one hand, and the Eastern Counties Railway Company, the Eastern Union Railway Company, and the Norfolk Railway Company together on the other hand, or failing any such agreement, as may be settled in such manner as may be prescribed by the said intended Act.

And is proposed by the said intended Act to authorize the Eastern Counties Railway Company, the Eastern Union Railway Company, the Norfolk Railway Company, the London, Tilbury, and Southend Railway Company, and the London and Blackwall Railway Company, or any of them, by or with the consent of the shareholders in those companies respectively, and not otherwise, to subscribe out of their corporate funds towards the construction of the said intended railways, and to hold shares in the Epping Railways Company, and to guarantee any amount of interest or dividend on any shares, stock, or loans, created or to be created by the Epping Railways Company, and to authorize the last-mentioned Company on the one hand, and all the other hereinafter mentioned Companies, and the owners, lessees, or others interested in or working any of their railways for the time being, or any of such Companies or parties on the other hand, from time to time to enter into agreements or arrangements with respect to the working, or use of the undertaking of the Epping Railways Company or any part thereof, and the exercise of all or any powers of the Epping Railways Company, and with respect to the collecting, forwarding, interchange, and transmission of traffic to, from, or over the said undertaking, or any part thereof; and to confirm any such agreement or arrangement as may be entered into prior to the passing of the said intended Act.

And it is also proposed by the said intended Act, to amend certain of the provisions of the several local and personal Acts of Parliament following, or some of them—that is to say:—“The Epping Railways Act, 1859,” 6 and 7 Wm. IV, caps. 103 and 106; 1 and 2 Vic. cap. 81; 2 and 3 Vic. caps. 77 and 78; 3 Vic. cap. 52; 4 Vic. caps. 14 and 24; 4 and 5 Vic. cap. 42; 6 Vic. cap. 28; 7 Vic. caps. 19, 20, and 35; 7 and 8 Vic. caps. 62 and 71; 8 and 9 Vic. caps. 85, 110, and 201; 9 Vic. cap. 52; 9 and 10 Vic. caps. 258, 356, 357, and 367; 10 and 11 Vic. caps. 12, 13, 20, 92, 156, 157, and 158; 15 and 16 Vic. caps. 30, 33, 51, 65, 84, and 108; 16 and 17 Vic. caps. 87 and 117; 17 and 18 Vic. cap. 153; 19 and 20 Vic. caps. 15, 51, and 76; and 21 and 22 Vic. cap. 99, relating to the Eastern Counties Railway

Company; 7 and 8 Vic. cap. 85; 8 and 9 Vic. caps. 94 and 97; 9 and 10 Vic. caps. 53, 76, 97, 106, and 280; 10 and 11 Vic. caps. 11, 18, 19, 21, 137, 174, and 225; 12 and 13 Vic. cap. 92; 13 and 14 Vic. cap. 54; 14 and 15 Vic. caps. 58 and 66; 15 and 16 Vic. cap. 148; 16 and 17 Vic. caps. 124 and 221; 17 and 18 Vic. cap. 59; and 19 and 20 Vic. cap. 81, relating to the Eastern Union Railway Company; 5 and 6 Vic. cap. 82; 7 and 8 Vic. caps. 4 and 15; 8 and 9 Vic. caps. 41, 45, and 154; 9 and 10 Vic. caps. 132 and 169; 10 and 11 Vic. caps. 64, 94, 98, and 99; 11 and 12 Vic. cap. 30; 15 Vic. cap. 25; and 17 and 18 Vic. cap. 130, relating to the Norfolk Railway Company; 15 and 16 Vic. cap. 84; 17 and 18 Vic. cap. 133; and 19 and 20 Vic. caps. 15 and 76, relating to the London, Tilbury, and Southend Railway Company; 6 and 7 Wm. IV, cap. 123; 1 Vic. cap. 133; 3 Vic. cap. 95; 4 Vic. cap. 12; 5 Vic. cap. 34; 8 and 9 Vic. cap. 203; 9 and 10 Vic. cap. 273; 11 and 12 Vic. caps. 90 and 111; 12 and 13 Vic. cap. 73; 13 and 14 Vic. cap. 30; 14 and 15 Vic. caps. 28 and 30; 18 and 19 Vic. cap. 90; 19 and 20 Vic. caps. 15 and 76, relating to the London and Blackwall Railway Company, and all other Acts, if any, relating to the said Companies, or any of them.

And notice is hereby given, that plans and sections of the said intended railways, showing the lines and levels thereof respectively, a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required for the purposes of the said intended Act; a published map, with the lines of railway defined thereon, showing their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace of the county of Essex, at his office in Chelmsford; and that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place, and a copy of this notice will, on or before the same 30th day of November, be deposited as follows, that is to say, in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated the 11th day of November, 1859.

*Hayes, Twisden, Parker, and Co.,* 60,  
Russell-square, London;

*W. M. Kitton,* Norwich;  
Solicitors to the Company.

#### Epping Railways. (Dunmow Extension).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the Epping Railways Company to make and maintain a railway with all proper stations, works, and conveniences connected therewith,

Commencing by a junction with the authorised Epping Railway, at or near the Chipping Ongar Terminus thereof, and in or near a certain field in the parish of Chipping Ongar, owned and occupied by William Pemberton Barnes, Esq., and lying on the western side of the road leading from Chipping Ongar to Fyfield, passing thence from,



in, through, or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Chipping Ongar, High Ongar, Shelley, Fyfield, Beauchamp Roding otherwise Roothing, Abbots otherwise Abbess Roding alias Roothing, Leaden Roding otherwise Roothing, White Roding otherwise Roothing, Aythorp Roding otherwise Roothing, High Roding otherwise Roothing, Great Canfield, and Great Dunmow, in the county of Essex, and terminating in or near a certain garden, in the parish of Great Dunmow, belonging to Edward Swinborne Philbrick, and occupied by Charles Nelson, and lying on the western side of the turnpike road leading from Dunmow to Chelmsford, and adjoining a certain occupation road leading to steam and wind-mills, owned and occupied by Joseph Lambert.

And it is proposed by the said intended Act to take powers for the compulsory purchase of lands and buildings in or near the before-mentioned parishes and places, or some of them, for the purposes of the said intended railway, and to alter the levels of, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, highways, railways, tramways, rivers, waters, watercourses natural or artificial, sewers, pipes, and works of every description, which it may be necessary or convenient to stop up, alter, or divert for the purposes of the said intended railway, and to vary or extinguish all existing rights and privileges connected with the lands to be taken, or which would in any manner impede or interfere with the carrying into full and complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to authorise the Epping Railways Company to raise a further sum of money by the creation of shares, and to borrow money on mortgage, and to levy tolls, rates, and duties, and to vary existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties.

And it is also proposed by the said intended Act to amend certain of the provisions of "The Epping Railways Act, 1859."

And notice is hereby given, that plans and sections of the said intended railway, showing the line and levels thereof, a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required for the purposes of the said intended Act, a published map with the line of railway defined thereon, showing its general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace of the county of Essex, at his office in Chelmsford, and that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place; and a copy of this notice will, on or before the same 30th day of November, be deposited as follows, that is to say, in the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that printed copies of the Bill for effecting the objects aforesaid will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 11th day of November, 1859.

*Hayes, Twisden, Parker, and Co.,* 60,  
Russell-square, London;

*W. M. Kitton,* Norwich;  
Solicitors to the Company.

#### Greenwich and Charlton Railway.

(Incorporation of Company; Powers to Construct Railway from the Greenwich Line of the South Eastern Railway to the North Kent Line; Powers to the South Eastern Railway Company to Subscribe, &c.; Working Arrangements with that Company; Amendment of Acts.)

NOTICE is hereby given that an application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company for making and maintaining the railway following, or some part thereof, and all necessary stations, approaches, conveniences and works connected therewith, that is to say, a railway commencing in the parish of Saint Alphege, Greenwich, in the county of Kent, by a junction with the Greenwich line of the South Eastern Railway at or near a point thereon, where such line crosses "The Deptford Creek," otherwise the river Ravensbourne, and on the east side of such creek or river, and terminating in the parish of Charlton, otherwise Old Charlton, in the said county of Kent, by a junction with the North Kent line of the South Eastern Railway at or near a point thereon where the said North Kent line crosses Church Lane, otherwise Charlton Lane, otherwise Antigallican Lane, and on the west side of such lane; which said intended railway and works will be made, or pass from, in, through or into the several parishes, townships, extra-parochial and other places following, or some or one of them; that is to say, Saint Alphege, Greenwich and Charlton, otherwise Old Charlton, all in the said county of Kent.

And in the said intended Act powers will be taken for effecting the following objects and purposes, or some of them (that is to say), to make lateral deviations from the lines of the said proposed railway and works to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner to be prescribed by and provided for in the said intended Act; to stop up, alter or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, railways, tramways, canals, rivers, watercourses, bridges, sewers, drains and pipes, within the said parishes, townships, and other places, so far as the same may be necessary for the construction of the said railway and works; and to purchase and take, by compulsion or by agreement, such lands, houses and hereditaments as may be necessary for the purposes of the said railway and works, or any part or parts thereof; and to vary or extinguish any right or privileges connected with such lands, houses and hereditaments, and that might in any way impede the carrying into effect the said undertaking; to levy tolls, rates and duties in respect of the said intended railway and works, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and duties; to authorise the South Eastern Railway Company to subscribe and contribute money towards the expense of the said proposed railway and other works, or any of them, and to take, purchase and hold shares in the Company to be incorporated as aforesaid, and to guarantee such dividend, interest or other payment on any of the shares of that Company as may be agreed on; and for the purposes aforesaid, or any or either of them, to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, or to raise additional capital by the creation of new shares or stock in their undertakings, either with or without guarantee or priority of payment of interest or dividend, and by borrowing on mortgage or bond or by one or either of those means; as also to appoint one



more of the directors of the Company so to be incorporated as aforesaid, and to vote at meetings of that Company.

To enable the Company so to be incorporated as aforesaid, and the said South Eastern Railway Company to make or enter into agreements and arrangements for the use and working of the said intended railway and works by the said South Eastern Railway Company, and for the control, management, interchange and regulation of the traffic on the said intended railway and works; and the collection, division, and apportionment of the tolls, duties, charges and profits to arise therefrom.

And it is proposed by the said intended Act, so far as may be necessary for all or any of the purposes thereof, to alter, amend, extend, vary, and enlarge, or repeal all or some of the powers and provisions of the several Acts following, relating to the South-Eastern Railway Company, or some of them, that is to say, local and personal Acts, 6 William IV, cap. 75; 1 Vic. cap. 93; 2 Vic. cap. 42; 2 and 3 Vic. cap. 79; 3 Vic. cap. 46; 5 Vic. sess. 2, cap. 3; 6 and 7 Vic. caps. 51, 52, and 62; 7 Vic. cap. 25; 7 and 8 Vic. caps. 69 and 91; 8 and 9 Vic. caps. 167, 186, 197, and 200; 9 Vic. caps. 55, 56, and 64; 9 and 10 Vic. caps. 305 and 399; 10 and 11 Vic. caps. 104 and 230; 13 and 14 Vic. cap. 31; 15 and 16 Vic. cap. 103; 16 and 17 Vic. caps. 116, 121, 130, and 156; 18 and 19 Vic. cap. 16; 20 and 21 Vic. cap. 155; and 22 and 23 Vic. cap. 35.

And notice is hereby further given, that on or before the 30th day of November, 1859, maps, plans, and sections, showing the direction, lines, and levels of the said intended railway, and the lands in and through which the same will pass, together with books of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relate to each parish, in and through which the said railway will be made, and a copy of the said notice published as aforesaid, will be deposited for public inspection as follows, viz. with respect to the parish or place of Saint Alphege, Greenwich, with the Clerk of the Greenwich District Board of Parishes, at his office in Church Street, Greenwich; and with respect to the parish or place of Charlton, otherwise Old Charlton, with the Clerk of the Plumstead District Board of parishes, at his residence, Croom's Hill, Greenwich.

And on or before the 23rd day of December next, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

*A. and W. Bristow*, Greenwich, Solicitors for the intended Act.

#### Ryde Water.

(Construction of Works and Supply of Water; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to enable the Ryde Commissioners to better supply with water the town of Ryde and the places adjacent thereto, within the parishes of St. Helens, Newchurch, and Binstead, in the Isle of Wight, and county of Southampton, and for this purpose

to empower the said Commissioners to make and maintain the works hereinafter mentioned, or some of them, with all proper approaches and conveniences connected therewith (that is to say)—

1st. A reservoir in or near certain pieces of land in the occupation of Charles Cook, James Osmond Brook, and Charles Taylor, and situate in the town of Ryde, in the parish of Newchurch, and near to or adjoining the Springs known as the Quarry Springs.

2ndly. An aqueduct or conduit commencing from and out of the hereinbefore described intended reservoir, and terminating at or in the present aqueduct or main pipe of the Ryde Commissioners in Monkton-street, all in the said town of Ryde, and parish of Newchurch.

The said hereinbefore described intended works will be wholly situate in the Isle of Wight and county of Southampton.

And it is intended by the said Act to take power—

To collect, take, and divert into the intended reservoir, aqueduct, and works, the waters of the said Quarry springs and the waters of any springs intercepted by the said works or any of them.

To erect and lay down all necessary steam and other engines, distribution and other pipes, dams, sluices, waste gates, stop cocks, embankments, cuttings, bridges, tunnels, drains, weirs, pumps, and other machinery and conveniences for the effectual construction, maintenance, and use of the said intended works, and for the distribution of the water obtained.

To purchase by compulsion or agreement or otherwise acquire all such lands, buildings, springs, waters, and other hereditaments as may be necessary for the construction, maintenance, and use of the said works or any of them, and any right or easement of, in, through, or over the same; and also to cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, streets, and highways, railways, tramways, rivers, canals, streams, watercourses, sewers, pipes, aqueducts, and bridges which it may be necessary or convenient so to cross, stop up, alter, or divert for any of the purposes of the said intended Bill, and to vary, repeal, or extinguish all existing rights and privileges which would in any manner impede or interfere with the carrying into effect the objects and purposes aforesaid.

To supply water to shipping or for private and sanitary purposes.

To levy tolls, rates, and duties; to raise money for all or any of the purposes of the Bill upon the credit of such tolls, rates, and duties, or otherwise; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To amend or repeal all or some of the provisions of "The Ryde Improvement Act, 1854;" and to incorporate in the said Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Water Works Clauses Act, 1847."

And notice is hereby further given, that duplicate plans and sections describing the line situation, and levels of the intended works, and the lands in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winches-

ter, in the said county, and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, in the said island; and that a copy of the said plans, sections, and book of reference, with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited with the parish clerk of the parish of Newchurch, at his residence.

Printed copies of the intended Bill will on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1859.

*C. W. Estcourt*, Ryde, Isle of Wight,  
Solicitor.

*Marchant and Pead*, 30, Great George-  
street, Westminster, Parliamentary  
Agents.

#### Ryde Water.

(Construction of Works and Supply of Water; Amendment of Acts, and other purposes).

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to enable the Ryde Commissioners to better supply with water the town of Ryde, and the places adjacent thereto, within the parishes of Saint Helens, Brading, Newchurch, and Binstead, in the Isle of Wight, and county of Southampton, and for this purpose to empower the said Commissioners to make and maintain the works hereinafter mentioned, or some of them, with all proper approaches and conveniences connected therewith (that is to say):—

1st. A reservoir in or near a piece of land in the occupation of Arthur Fitt, adjoining the ponds or springs known as the Knighton Ponds or Springs, and near to Knighton Mill (also in the occupation of Arthur Fitt), all in the parish of Newchurch.

2ndly. An aqueduct or conduit commencing from and out of the said hereinbefore described intended reservoir, and terminating at or in the present water works of the Ryde Commissioners at Ashy, all in the said parish of Newchurch.

The hereinbefore described intended works will be wholly situate in the Isle of Wight, and county of Southampton.

And it is intended by the said Act to take power,—

To collect, take, and divert into the intended reservoir, aqueduct, and works the waters of the said ponds or springs, and the waters of any springs intercepted by the said intended works or any of them.

To erect and lay down all necessary steam and other engines, distribution and other pipes, dams, sluices, waste gates, stop cocks, embankments, cuttings, bridges, tunnels, drains, weirs, pumps and other machinery and conveniences for the effectual construction, maintenance and use of the said intended works, and for the distribution of the water obtained.

To purchase by compulsion or agreement or otherwise acquire all such lands, buildings, springs, waters, and other hereditaments, as may be necessary for the construction, maintenance, and use of the said works or any of them, and any right or easement of, in, through, or over the same; and also to cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, streets, and highways, railways, tramways, rivers, canals, streams, watercourses, sewers, pipes, aqueducts and bridges, which it may be necessary or convenient so to cross, stop up, alter, or divert for

any of the purposes of the said intended Bill, and to vary, repeal, or extinguish all existing rights and privileges, which would in any manner impede or interfere with the carrying into effect the objects and purposes aforesaid.

To supply water to shipping, or for private and sanitary purposes.

To levy rates, tolls, and duties; to raise money for all or any of the purposes of the Bill upon the credit of such tolls, rates, and duties or otherwise; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To amend or repeal all or some of the provisions of "The Ryde Improvement Act, 1854," and to incorporate in the said Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Water Works Clauses Act 1847."

And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the intended works and the lands in or through which the same will be made, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited with the Clerk of the Peace for the county of Southampton at his office at Winchester in the said county, and also with the Clerk of the Peace for the county of the Isle of Wight at his office at Newport in the said island; and that a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed works are intended to be made with a copy of this notice as published in the London Gazette, will on or before the said 30th day of November instant be deposited with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the intended Bill will on or before the 23rd day a December next be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1859.

*C. W. Estcourt*, Ryde, Isle of Wight,  
Solicitor.

*Marchant and Pead*, 30, Great George-  
street, Westminster, Parliamentary  
Agents.

#### In Parliament, Session 1860.

(Waveney Valley Railway; Extension to Beccles.)

**T**HE Waveney Valley Railway Company intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to confer upon them the following, or some of the following, among other powers:—

To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing by a junction with the authorised Waveney Valley Railway, at the termination thereof at or near Day's Corner, in the parish of Ditchingham, passing through the parishes of Ditchingham, Broome, Ellingham, Kirby Cane, Geldeston, and Gillingham, in Norfolk, and Beccles, in Suffolk, or some of them, and terminating by a junction with the East Suffolk Railway, at or near the passenger station thereof, in the said parish of Beccles,

To purchase by compulsion lands, houses, and other property for the purposes of the said intended railway and works, and to vary and extinguish all existing rights and privileges connected with the said lands, houses, and other property, and all such other rights and privileges as may be affected in carrying into execution any of the purposes of the said Bill, and to levy tolls, rates, and charges for and in respect of the use of the intended railway and works.

To apply their existing funds to the purposes of the Bill, to extend the powers of borrowing already possessed by the Company, and to enable the Company to attach to a part to be defined by the Bill of their existing capital such preference and priority of dividend and other advantages as the Bill shall define.

To amend, extend, or repeal the powers and provisions of the Waveney Valley Railway Acts, 1851, 1853, 1855, 1856, and 1859 (14 and 15 Vict., cap. 66; 16 and 17 Vict., cap. 144; 18 and 19 Vict., cap. 157; 19 and 20 Vict., cap. 129; and 22 and 23 Vict., cap. 115), and to make other provisions instead thereof; and the Bill will incorporate with itself certain of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845."

Duplicate plans and sections, describing the line, situation, and levels of the proposed new line of railway, and the lands, houses, and other property in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the line of railway delineated thereon, and a copy of this notice will, on or before the thirtieth day of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmund's, and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway will be made, and a copy of this notice will be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of a parish immediately adjacent thereto.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this ninth day of November, one thousand eight hundred and fifty-nine.

*W. M. Kitton*, Norwich, Solicitor to the said Company.

In Parliament, Session 1860.

Norwich and Spalding Railway.

(Extension to Wisbeach.)

**T**HE Norwich and Spalding Railway Company intend to apply to Parliament, in the next Session thereof, for leave to bring in a Bill for all, or some of the following among other purposes:—

To make and maintain a railway, with all necessary works, sidings, approaches and conveniences connected therewith, commencing by a junction with the authorized line of the Norwich and Spalding Railway, at the termination thereof near

Sutton Bridge, in the parish of Sutton Saint Mary, in Lincolnshire, passing over the river Nene, and through the parishes, townships and extra-parochial places of Sutton Saint Mary, Wingland, Tydd Saint Mary, and Tydd Saint Giles, in the county of Lincoln; and Wingland, Walpole Saint Andrew, Walpole Saint Peter, West Walton, and Walsoken, in the county of Norfolk, and terminating in Walsoken aforesaid, by a double junction with the Wisbeach branch of the East Anglian Railway, one of such junctions being at or near the crossing of the turnpike road, leading from Wisbeach to Downham Market, and the other of such junctions being at or near the railway station at Walsoken.

To purchase lands and buildings, compulsorily or by agreement, for the purposes of the said intended railway and works; and to levy tolls, rates, and charges in respect thereof, and to vary or extinguish any rights or privileges which may interfere with the objects of the Bill.

To apply to the purposes of the Bill the authorized capital of the Company, and to enable the Company to attach to portions of that capital such preference or priority of dividend or other advantage as the Bill shall define.

The Bill will authorize the Norwich and Spalding Railway Company, and the proprietors of the New Cross Key's Bridge over the river Nene, to enter into and fulfil agreements concerning the use of the said bridge, and the approaches thereto, and the payments to be made by the Company in respect thereof; and the purchase, alteration or extinction of the tolls, now taken for the use of the said bridge. And for these purposes, the Bill may alter and extend the powers of the Acts 7th Geo. 4, cap. 106; and 11 and 12 Vic., cap., 143.

It is intended also by the said Bill to alter and extend some of the powers and provisions of the Norwich and Spalding Railway Acts, 1853 and 1859, and to incorporate the necessary provisions of "The Lands Clauses Consolidation Act, 1845" and the Railways Clauses Consolidation Act, 1845."

Duplicate plans and sections, describing the line and levels of the intended railway, and the lands and other property which may be required for the same, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands and other property, a published map, showing the general line and direction of the said railway, and a copy of this notice, will, on or before the 30th day of November instant, be deposited at the office of the Clerk of the Peace for the Holland division of Lincolnshire, at his office at Boston, and with the Clerk of the Peace for Norfolk, at his office at Norwich; and a copy of so much of the plans, section, and book of reference as relates to each parish, in or through which the said railway will be made, will, together with a copy of this notice, be deposited for public inspection on or before the same 30th day of November, with the parish clerk of such parish at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December 1859.

Dated this 11th day of November, 1859.

*W. M. Kitton*, Norwich, Solicitor to the said Company.

**London Bridge Railways Terminus Hotel Company (Limited.)**

(Incorporation of Company; power to appropriate the Broadway and portion of Saint Thomas' Street, and Steps from Joiner Street to Railway Approaches, Southwark; compulsory Purchase; use of approaches to London Bridge Railway Terminus for approach to Hotel; arrangements with Railway Companies; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for all or some of the following amongst other purposes:—

1. To incorporate the London Bridge Railways Terminus Hotel Company (Limited).

2. To authorize the Company so to be incorporated (hereinafter called the Company), to acquire by compulsory purchase or otherwise for the purposes of their intended hotel, lands and houses in the parish of Saint Thomas, in the borough of Southwark, bounded on the west by New Street, on the north by the street known as the Broadway, on the east by Dean Street, and on the south by Saint Thomas' Street, East, and lands and houses in the parishes of Saint Thomas and Saint Olave, in the said borough, bounded on the west by Joiner Street, on the North by the railway station there, on the east by lands and houses of Saint Thomas' Hospital, in the occupation of the London, Brighton, and South-Coast Railway Company, and on the South by the Broadway aforesaid.

3. To authorize the Company to purchase compulsorily, or otherwise to acquire, take, and appropriate, in such manner and upon such terms as shall be provided for by the proposed Act, the whole or part of the site of the Broadway, in the said parish of Saint Thomas, having its termini in Dean Street and Joiner Street respectively; the whole or part of the portion of the site of Saint Thomas' Street, East, in the said parish of Saint Thomas, between Dean Street and New Street, and the whole or part of the site of the steps or approach in the parish of Saint Olave from Joiner Street aforesaid, to the approaches or platform in front of the London, Brighton, and South Coast Railway Station, and to close and stop up the whole or part of the Broadway and Saint Thomas' Street, East, and such steps or approach respectively, and build upon the sites thereof respectively.

4. To authorize the Company to use for the purpose of approaches to their intended hotel the several approaches and roads to, at, or in connection with the railway terminus of the South-Eastern Railway Company, and of the London, Brighton, and South Coast Railway Company, near to and leading from Wellington Street, Southwark, known as the London Bridge Railway Terminus, and in the said parish of Saint Olave.

The lands, houses, and property intended to be taken for the purposes of the proposed Act are situate wholly in the county of Surrey.

5. To stop up and wholly discontinue any ways, paths, streets or passages, which now lead into or pass through or by the side of the streets and premises so proposed to be acquired.

6. To authorize the Company and the South-Eastern Railway Company and the London, Brighton, and South-Coast Railway Company, or either of them, to make and carry into effect all such agreements and arrangements for any of the purposes of the proposed Act, as they respectively shall think fit, and to authorize those railway companies respectively to contribute towards the funds of the Company, and to acquire any interest in or authorities or privileges with respect to all or any part of the property of the Company, and to raise by new shares and by borrowing or other-

wise, additional funds for any of those purposes, and to create and issue the new shares as ordinary or preferential shares, and with or without any special privileges or conditions.

7. To vary or extinguish all such existing rights and privileges in any way connected with the lands, houses, and property respectively intended to be taken as may be necessary for carrying into effect the objects of the proposed Act; and to confer, vary, or extinguish other rights and privileges.

8. And to incorporate in the proposed Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," of "The Lands Clauses Consolidation Act, 1845," and of "The Railways Clauses Consolidation Act, 1845."

9. And it is intended to alter or amend some of the provisions of the following Acts of Parliament, that is to say, the Act 6th Wm. IV, cap. 75, and all other Acts relating directly or indirectly to the South-Eastern Railway Company, and the Act 5th and 6th Wm. IV, cap. 10, and all other Acts relating directly or indirectly to the London, Brighton and South-Coast Railway Company.

Duplicate plans describing the lands and houses intended to be taken for the purposes of the proposed Act, with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands and houses, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November, 1859, be deposited with the Clerk of the Peace for the county of Surrey, at his office at Lambeth; and on or before that day, copies of the plans and book of reference and Gazette notice will be deposited with the Clerk of the District Board of Saint Olave District (in which district the parishes of Saint Thomas and Saint Olave, Southwark, are situate), for or in respect of each of those parishes, at his office in Parish Street, Saint John's, in the said borough of Southwark; and printed copies of the Bill will, on or before the 23rd day of December, 1859, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1859.

*John Thomas Moss*, 38, Gracechurch Street, London, Solicitor for the Bill.

*Marchant and Pead*, 30, Great George Street, Westminster, Parliamentary Agent.

**Llyfni Vale Railway and Harbour.**

(Incorporation of Company; Construction and Maintenance of a Harbour at Pont Llyfni, in the parish of Clynnog, in the county of Carnarvon, and of a railway or railways, also in the said county, from or near the said harbour to the Nantlle Railway, in the parish of Llanllyfni, and to the Talysarn Slate Quarries, in the parish of Llandwrog; running powers and facilities over other railways; working arrangements with other Railway Companies.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for incorporating a Company for making and maintaining the following port harbour, or asylum harbour, railways, branch railways, and other works, or some of them (that is to say):

A port harbour or asylum harbour, at or near Pont Llyfni, in the parish of Clynnog, in the county of Carnarvon, with proper and convenient breakwaters, piers, jetties, light-houses, and other works, for the safe and convenient passage of ships and vessels into and out of the said port or

harbour, and for the construction and maintenance of walls, docks, slips, locks, reservoirs, quays, wharfs, moorings, staiths, drops, landing places, and other buildings, works and conveniences connected therewith, which port or harbour will be within the parish of Clynnog, in the said county of Carnarvon.

A railway commencing at or near the aforesaid intended harbour, in a field in the said parish of Clynnog, situate on the western side of the turnpike road from Pwllheli to Carnarvon, and bounded on the north-east side by the river Llyfni, and on the north-west side by the Seabank, the said field being known by the name of Caerafon, and being numbered 178 on the Tithe Commutation Map of the said parish of Clynnog, and terminating in a certain arable field in the parish of Llanllyfni, in the said county, numbered 417 on the Tithe Commutation Map of the last-mentioned parish, the said field being bounded in part on the western side by the turnpike road from Tremadoc to Carnarvon, and being so situate that the part thereof, nearest to the spot where the last-mentioned turnpike road crosses the said river, is distant from such said spot about sixty-five yards.

A railway or branch railway, commencing by a junction in the said parish of Llanllyfni, with the last-mentioned terminus of the said intended railway, and terminating by a junction with the Nantlle Railway at a point about 800 yards distant measured in a south-easterly direction from the spot where the said Nantlle Railway crosses, in the said parish of Llanllyfni, the last-mentioned turnpike road at or near Pen-y-groes, in the said county.

A railway or branch railway, commencing by a junction in the parish of Llanllyfni with the said last-mentioned terminus of the said first-intended railway, and terminating at or near the Talysarn Quarries, in the parish of Llandwrog, in the said county, in a field situate on the north side of the said river, and which field is bounded on the south and south-west sides by the said river Llyfni, and on the south-east side by the highway or road leading by and through Talysarn to the village of Llanllyfni, near to and adjoining the spot where the said road crosses by a bridge over the said river, which said port harbour or asylum harbour, railways or branch railways and other works, will be situate or will pass from, in, through or into the several parishes, townships, extra-parochial or other places following (that is to say):

Clynnog, Llandwrog and Llanllyfni, in the said county of Carnarvon, or some of them.

And in the said Act powers will be taken for the following purposes, or some of them:—

To construct all necessary or convenient communications, approaches, embankments, stations, depots and other works in connection with the said harbour and railways, or some or one of them, and to authorise a junction with, and to confer running powers and facilities over the lines of the said Nantlle Railway, and to make working arrangements for the mutual conveyance of traffic over the said railway and intended railways.

For the purchase, by compulsion or by agreement, of lands, quarries, mines, houses, rocks, stones, sands, beach or fore-shore, tenements, waters, buildings and hereditaments, and 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 or referred to, and for altering, stopping up or diverting, whether temporarily or permanently all such roads, highways and streams, as may be necessary for the purposes of the said harbour, railways and works, and for varying or

extinguishing all existing rights and privileges connected with such lands, quarries, mines, houses, rocks, stones, sands, beach or fore-shore, tenements, watercourses, buildings and hereditaments, and also for the deposit of ballast and other materials on the sea-shore, between high and low water-marks and elsewhere within the said several parishes or places aforesaid, or some of them.

To prevent the throwing or deposit of ballast, mud or materials into the said intended port or harbour or works, or into the sea within certain limits to be defined by the said intended Act.

To levy tolls, rates, and duties upon all ships and vessels entering into or using the said port or harbour, or the works connected therewith, and also to levy tolls for the use of the said intended walls, docks, slips, locks, reservoirs, quays, wharfs, moorings, staiths, drops, railways and other works and conveniences, or any of them, and to confer, vary or extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary or extinguish other rights and privileges.

To incorporate with the said intended Act "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Railway Clauses Consolidation Act, 1845;" and "The Harbour, Docks and Piers Act, 1847;" or such parts thereof as may be necessary.

To raise capital and to borrow money for the purposes of the said Act, upon the security of the tolls, rates and duties to be thereby granted, and of all or any of the property of the said Company.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended works, and of the lands to be taken for the purposes aforesaid, with a book of reference thereto, containing the names of the reputed owners, lessees and occupiers of such lands, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish within which the said works will be situate, and a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish at his place of abode; and on or before the 23rd day of December next, copies of the Act to be applied for as aforesaid will be deposited in the Private Bill Office of the House of Commons:

Dated this tenth day of November, 1859.

*Edwards and Edwards*, 23, Southampton-buildings, London, W.C., Solicitors for the said Bill.

#### Thames Embankment and Railways.

(For making Embankments, Road, and Railways on the Middlesex side of the river Thames, between the cities of London and Westminster; with powers to the Metropolitan Board of Works and certain railway companies to contribute to the undertakings, and to alter and amend the Victoria Station and Fimlico railway Act, 1858, and the Acts of certain other railway companies, and for other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a company for making and maintaining the following works, or some of them (that is to say):—

First. An embankment along the Middlesex side of the river Thames, which said embankment

will commence at or near certain stairs called Queenhithe Stairs, in the parish of Saint Michael, Queenhithe, in the city of London, and from thence run in a westerly direction along and in front of the north bank of the said river, and terminate on the river bank at or near Westminster Bridge, in the parish of Saint Margaret, Westminster.

Second. A railway to be constructed chiefly upon or within the said embankment, commencing at or near the aforesaid stairs, and terminating at a point upon or within the said embankment opposite and adjoining the east end of Manchester buildings, in the said parish of Saint Margaret, Westminster.

Third. A public carriage road and footways, chiefly on the said embankment, commencing at or near Chatham-place and the north west side of Blackfriars bridge, in the parish or precincts of Bridewell, in the said city of London, and terminating at or near Whitehall-place aforesaid.

Fourth. A railway commencing by a junction with the aforesaid intended railway at its last-named terminus, and terminating at a point in the parish of Saint George, Hanover-square, by a junction with the authorised line of the Victoria Station and Pimlico Railway, near to the junction of the Vauxhall bridge road with Shaftesbury-terrace.

Fifth. A pond or reservoir, with ingress and egress for the tidal waters adjoining the said river Thames, in the parish of All Saints, Fulham, at a point about eleven chains south from the entrance to the Kensington Canal, with sluices, culverts, spoil-banks, and other works in connection therewith, which said embankment, railways, roads, pond or reservoir, and other works, or some of them, will pass, or be from, in, through, or into the following parishes or extra-parochial places, or some of them (that is to say): Saint Michael, Queenhithe; Saint Mary, Somerset; Saint Peter, Paul's Wharf; Saint Benet, Paul's Wharf; Saint Andrew by the Wardrobe; Saint Anne, Blackfriars; Bridewell; Saint Bride, Whitefriars; Inner Temple, Middle Temple; Saint Clements; Saint Mary-le-Strand; Savoy; Saint Clement Danes; Saint Martin in the Fields; Saint Margaret, Westminster; Saint John the Evangelist, Westminster; Saint George, Hanover-square; and All Saints, Fulham; all in the cities and liberties of London and Westminster, and county of Middlesex, or some of them. And power will also be taken compulsorily or by agreement, to alter the present position, structure, or levels of the several piers or landing places, and the approaches thereto, in or near the line and direction, and between the termini of the said embankments, railways, roads and works, or some of them, or to take down and remove the same, and to erect others in their stead, with new accesses and approaches thereto.

Also, to lay down in the bed and on the banks of the said river such dams, piles, piers, jetties, platforms, and other works; and to dredge, deepen, and cleanse the bed and banks of the said river, and remove therefrom gravel, mud, silt, and other materials, such as may be necessary or convenient for the said undertakings.

And powers will also be taken to stop up, alter, or divert, temporarily or permanently, such public roads, piers, stairs, causeways, wharves, footpaths, cuts, channels, sewers, pipes, drains, or conduits as may be necessary for the construction of the before mentioned works.

And by the said intended Act the following powers, or some of them, will be conferred on the said Company.

To purchase, compulsorily or by agreement, lands, houses, and hereditaments for the said embankment, railways, roads, stations and works, and

to vary or extinguish any rights or privileges connected with the same, or any other rights or privileges which may in any way interfere with the construction and use of the before-mentioned works. To levy tolls, rates, and duties for the use of the said works, and to grant exemptions from the same. To raise capital and to borrow money for the purposes of the said undertaking. To authorise lateral deviations in the construction of the said embankments, railways, roads, or other works respectively to the extent or within such limits as may be laid down on the plans hereinafter mentioned. To enable, if necessary, the following railway companies, or some of them, to subscribe to the said undertaking, and to enter into contracts with the said intended company for the maintenance, use, and working of the intended railways and works or some of them, namely, "The London and North Western," "The Great Western," "The London and South Western," "The London, Brighton, and South Coast," and "The East Kent," and, so far as may be necessary for such purpose, to amend and enlarge the several local and personal Acts relating to the said companies respectively, or such of them as may be necessary. To enable the Metropolitan Board of Works to contribute to the capital of the said company, out of monies to be raised on the security of the rates levied by them or otherwise, or to guarantee payment of interest on the capital of the said company, or on some portion thereof, and, so far as may be necessary, to alter and amend the "Metropolitan Local Management Act, 1855," and the Metropolitan Local Management Act Amendment, 1858. To alter and enlarge the said "Victoria Station and Pimlico Railway Act, 1858," so far as may be necessary for enabling the said intended company and the said "Victoria Station and Pimlico Railway," Company to convey goods and merchandise over the lines of the said last mentioned company. And with the said Act will be incorporated "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," or such parts thereof as may be necessary. And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said embankments, railways, roads, pond, or reservoir, and other works, together with books of reference to such plans, and a published map showing the general line and direction of the said railways and works, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county and at the office of the Clerk of the Peace for the city of London, at the Sessions House in the Old Bailey, and at the office of the Clerk of the Peace for the city and liberty of Westminster, at the Sessions House in Westminster and Clerkenwell aforesaid; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes from, through, or into which the said works are to be made and maintained, or in which any lands or houses intended to be taken are situate, and a copy of the said Gazette notice will be deposited at their respective places of abode with the clerks of such of the said parishes as are within the city of London, and at their respective offices, with the clerks of the vestries of the said parishes of Saint Martin's-in-the-fields, and of Saint George, Hanover-square, and with the respective clerks of the district boards of each of the remainder of the said parishes: and, in the case of any extra-parochial place, with the parish



clerk of some parish immediately adjoining thereto, at his place of abode. And on or before the 23rd day of December next, copies of the Act to be applied for as aforesaid, will be deposited in the Private Bill-office of the House of Commons.

Dated the 16th day of November, 1859.

#### Lampeter and Pencader Railway.

**A**PPPLICATION is intended to be made to Parliament, in the next session, for leave to bring in a bill to incorporate a Company for making and maintaining a railway, with all proper approaches, stations, works, and conveniences connected therewith; commencing at or near a road in the parish of Llanfihangel-ar-Arth, in the county of Carmarthen, numbered 93 M on the plan of the Carmarthen and Cardigan Railway (Deviation) Line, as deposited with the clerk of the peace for the county of Carmarthen in the year 1855, and passing through Llanfihangel-ar-Arth, Llanllwni, Llanybyther and Pencarreg, all in the county of Carmarthen, and terminating in a field in the said parish of Pencarreg, adjacent to the county bridge crossing the river Tivy on the turnpike road leading from Carmarthen to Lampeter, and which said last-mentioned field is in the county of Carmarthen.

And the said bill will authorize a junction or junctions with the said Carmarthen and Cardigan Railway at Pencader, in the said county of Carmarthen.

The bill will take powers for the compulsory purchase of lands and houses for the purpose of the said railway and works, and for levying tolls, rates, and duties for, or in respect of, the use of the same, and will vary or extinguish all existing rights or privileges which would interfere with the purposes of the said bill, and it will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act," 1845.

Duplicate plans and sections showing the lines and levels of the intended railway and works, and the lands and other property in or through which they are intended to be made, a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands and property; a published map showing the general course or direction of such railway, and a copy of this notice, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for Carmarthenshire, at his office in Carmarthen; and 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 railway and works are proposed to be made, and also a copy of this notice will be deposited, on or before the said 30th day of November, with the Parish Clerk of each such parish, at his residence; and with respect to extra-parochial places, with the Parish Clerk of some parish immediately adjoining to each such extra-parochial place.

The bill will enable the Company thereby to be incorporated, or any persons working or using the intended railway to run over and use with their engines, waggons, and carriages the Carmarthen and Cardigan Railway, and the stations, watering places, works, and conveniences connected therewith; and will enable the said Company and the Carmarthen and Cardigan Railway Company to enter into, and carry into effect, such agreements as they may think fit, in respect of the mutual working, use, and management by the said Companies of their respective undertakings, and the conveyance, accommodation, and regulation of the

traffic thereon respectively, and the payments to be made in respect of such traffic and services.

And for these and other purposes, the bill will alter and enlarge the powers and provisions of the following acts relating to the Carmarthen and Cardigan Railway Company, namely, the 17 and 18 Vict., cap. 218; 18 and 19 Vict., cap. 131; and 19 and 20 Vict., cap. 78.

Printed copies of the bill will be deposited on or before the 23d day of December next, in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1859.

*Morris and Thomas, Carmarthen, Solicitors.*

#### North Devon and Okehampton Railway.

(Incorporation of Company, Construction of Railway, Arrangements with and Subscriptions by London and South Western, Bristol and Exeter, Exeter and Crediton, North Devon, and Exeter and Exmouth Railway Companies. Amendment of Acts relating to the above-mentioned Companies.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for all or some of the objects following, viz. :—

To incorporate a Company (hereinafter called the Company,) and to enable the Company to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, commencing at and by a junction with the North Devon Railway, in the parish of Colebrooke, in the county of Devon, in a meadow or pasture field, belonging to Mrs. Fanny Lee, and occupied by her, and numbered 23 on the plan of the Taw Vale Extension Railway, deposited with the Clerk of the Peace for the county of Devon, in the year 1845, and terminating in the parish of Okehampton, in the county of Devon, in a meadow or pasture field, called Fern Close or Fern Park, belonging to James Hunt Holley, Esquire, and occupied by him, and to be made and passing from, in, through, or into, the several parishes, townships, extra-parochial, and other places of Colebrooke, Clannaborough, otherwise Clannaborough, Bow, otherwise Nymet Tracey, otherwise Nymet Tracie, Broad Nymet, North Tawton, South Tawton, Sampford Courtney, otherwise Sampford Courtney, and Okehampton, otherwise Oakehampton, or some or one of them, all in the county of Devon.

To enable the Company to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footways, railways, tramways, aqueducts, canals, streams, rivers, sewers, mains, and pipes, which it may be necessary to stop up, alter, or divert, for the purposes of the said intended Act.

To enable the Company to purchase, by compulsion or agreement, lands and houses, for the purposes of the said intended railway and works, and to vary or extinguish all existing rights or privileges, in any manner connected with the lands and houses proposed to be taken, or which would in any manner interfere with the construction, maintenance, and use, of the intended railway and works, and to confer, vary, or extinguish, other rights and privileges.

To enable the Company to levy tolls, rates, and duties, in respect of the said intended railway and works, and to grant and vary exemptions from the payment of tolls, rates, and duties, and to alter existing tolls, rates, and duties.

To enable the Company and the London and South-Western Railway Company, the Bristol

and Exeter Railway Company, the Exeter and Crediton Railway Company, the North Devon Railway and Dock Company, and the Exeter and Exmouth Railway Company, or any or either of them, to enter into, and carry into effect, any contracts and agreements with reference to the construction, maintenance, working, and use, by the last mentioned Companies, or any or either of them, of the intended railway and works, and the supply of rolling stock and plant, and with reference to the conduct, collection, transmission, interchange, and delivery, regulation, and management, of the traffic between, on, and over, their respective railways, or with reference to the railways for the time being, belonging to or used by those Companies, respectively, for the purposes of such traffic, and respecting the division, apportionment, and appropriation, of the tolls, fares, rates, and charges, received by those Companies, respectively, on account of such traffic, and to enable those Companies, or any or either of them, to subscribe towards and become shareholders in the Company, by the intended Act proposed to be incorporated, and to apply for that purpose any capital or money which they are respectively authorised to raise, and to enable the Companies so subscribing and becoming shareholders, to raise money for the purpose aforesaid, either by mortgage of their respective undertakings, or by the issue of new shares, with or without any preference or priority in payment of interest or dividend.

And it is further proposed by the intended Act, to alter, amend, extend, and enlarge, or repeal, so far as may be necessary, the powers and provisions of the General Act, 9 and 10 Victoria, c. 57, and of the several Acts relating to the following Companies, or some of them, viz., the several Acts following, or some of them, relating to the London and South-Western Railway Company, viz., (local and personal Acts,) 4 and 5 William IV., cap. 88; 1 Victoria, cap. 71; 1 and 2 Victoria, cap. 27; 2 and 3 Victoria, cap. 28; 4 and 5 Victoria, caps. 1 and 39; 7 and 8 Victoria, caps. 5, 63, and 86; 8 and 9 Victoria, caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Victoria, caps. 33 and 34; 13 and 14 Victoria, cap. 24; 14 and 15 Victoria, cap. 83; 16 and 17 Victoria, cap. 164; 17 and 18 Victoria, caps. 186, 208; 18 and 19 Victoria, caps. 107, 188; 19 and 20 Victoria, cap. 120; 20 and 21 Victoria, caps. 18, 72, 121, and 136; 21 and 22 Victoria, caps. 58, 67, 89, and 101; 22 and 23 Victoria, caps. 31 and 44.

The several Acts following, or some of them, relating to the Bristol and Exeter Railway Company, viz., (local and personal,) 6 and 7 William IV., cap. 36; 1 and 2 Victoria, cap. 26; 3 and 4 Victoria, cap. 47; 4 and 5 Victoria, cap. 41; 8 and 9 Victoria, cap. 155; 9 and 10 Victoria, cap. 181; 11 and 12 Victoria, caps. 77, 82, 28, 95; 14 and 15 Victoria, cap. 22; 15 and 16 Victoria, cap. 9; 18 and 19 Victoria, cap. 63; 20 Victoria, cap. 1.

The several Acts following, or some of them, relating to the Exeter and Crediton Railway Company, viz., (local and personal,) 8 and 9 Victoria, cap. 88; and 13 and 14 Victoria, cap. 24.

The several Acts following, or some of them, relating to the North Devon Railway and Dock Company, viz., (local and personal,) 1 Victoria, cap. 27; 8 and 9 Victoria, cap. 107; 9 and 10

Victoria, cap. 355; 10 and 11 Victoria, cap. 273; and 14 and 15 Victoria, cap. 83.

The several Acts following, or some of them, relating to the Exeter and Exmouth Railway Company, viz., (local and personal,) 18 and 19 Victoria, c. 122; 20 and 21 Victoria, c. 24; and 21 and 22 Victoria, c. 56.

And notice is hereby further given, that on or before the 30th day of November, 1859, plans and sections showing the directions, lines, and levels, of the intended new railway and works, and the lands proposed to be taken for the purposes thereof, and a book of reference to such plans, together with a published map, with the intended new lines of railway and works delineated thereon, so as to shew their general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Devon, at his office at Exeter, and that copies of so much of the said plans, sections, and books of reference, as relate to the several parishes, townships, and extra-parochial and other places, in or through which the said works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November, 1859, as follows, viz:—In the case of parishes, with the clerks of such parishes, respectively, at their respective places of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

And notice is hereby further given, that printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, in the present year.

*Gurney, Cowlard, and Co.,* Launceston,  
Cornwall, Solicitors for the intended  
Act.

Dated this 6th day of November, 1859.

#### North Eastern Railway.

(Extension of time for purchase of Lands for, and construction of, the Lanchester Valley Branch; Provisions as to tolls on Coal for shipment, reserved to Landowners on North Shields Railway; Amendment of Acts, and other purposes.

**N**OTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to extend the time limited by "The North Eastern Railway Company's (Lanchester Valley Branch) Act, 1857," for the purchase of lands and houses for, and for the construction of, the branch line and works in connection therewith, by that Act authorized, and for amending the provisions of that Act, in relation to the said branch.

And it is proposed by the said intended Act, to amend, explain, alter, limit or repeal, the provisions contained in any of the Acts of Parliament following, relating to or affecting the Company, or in any other Act of Parliament, in reference to any allowance or payment to the owners of lands through which the Newcastle and North Shields Railway is made, and adjoining thereto, in respect of coals carried or conveyed on that railway for shipment, and to confer other powers in lieu thereof.

And it is also proposed by the said intended Act, to alter, amend, extend and enlarge, some of the powers and provisions of the several Acts relating to the North Eastern Railway Company hereinafter mentioned, that is to say: Local and

personal Acts, 6 William IV., caps. 76 and 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104 and 163; 9 Vic., caps. 58, 59, 65 and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264 and 330; 10 and 11 Vict., caps. 117, 133, 134, 140, 141, 210, 216, 218 and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71 and 81; 12 and 13 Vic., caps. 27, 58 and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84 and 85; 15 Vic., caps. 36, 37, 57, 96 and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33 and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91 and 100, and the several Acts in such Acts respectively, or any of them recited or referred to.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1859.

*Richardson, Gutch and Richardson, Solicitors, York.*

#### North Eastern Railway.

(Abandonment of Lanchester Valley Branch—Provisions as to Tolls on Coals for shipment reserved to Landowners on the North Shields Railway—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to enable the North Eastern Railway Company to abandon the construction of their Lanchester Valley Branch Railway, authorised by "The North Eastern Railway Company's (Lanchester Valley Branch) Act, 1857," and to repeal all powers, authorities, and obligations conferred or imposed on them in reference thereto.

And it is proposed by the said intended Act to amend, explain, alter, limit, or repeal the provisions contained in any of the Acts of Parliament following, relating to or affecting the Company, or in any other Act of Parliament in reference to any allowance or payment to the owners of lands through which the Newcastle and North Shields Railway is made and adjoining thereto in respect of coals carried or conveyed on that railway for shipment, and to confer other powers in lieu thereof.

And it is also proposed by the said intended Act to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts relating to the North Eastern Railway Company, hereinafter mentioned (that is to say): local and personal Acts, 6 Will. IV. caps. 76 and 81; 1 Vic. cap. 68; 4 Vic. cap. 7; 5 Vic. sess. 2, cap. 80; 6 Vic. cap. 8; 7 Vic. caps. 21 and 27; 7 and 8 Vic. cap. 61; 8 and 9 Vic. caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic. caps. 58, 59, 65, and 66; 9 and 10 Vic. caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic. caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic. caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic. caps. 27, 58, and 60; 13 and 14 Vic. caps. 38 and 53; 14 Vic. cap. 39; 14 and 15 Vic. caps. 47, 84, and 85; 15 Vic. caps. 36, 37, 57, 96, and 114; 15 and 16 Vic. cap. 127; 16 and 17 Vic. caps. 109 and 136; 17 Vic. cap. 73; 17 and 18 Vic. caps. 164 and 211; 20 and 21 Vic. caps. 19, 33, and 46; 21 and 22 Vic. cap. 134;

and 22 and 23 Vic. caps. 10, 91, and 100, and the several Acts in such Acts respectively, or any of them recited or referred to.

And Notice is hereby further given, that on or before the 23rd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1859.

*Richardson, Gutch, and Richardson, Solicitors, York.*

#### Maidstone Water.

(Construction of Works for supply of Water and other purposes.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for an Act for better supplying with water, the town and parish of Maidstone, and for that purpose to authorize the construction and maintenance of the works following, or some of them, with all necessary approaches, embankments, and conveniences, that is to say—

1. A reservoir, with wells, steam engines, pumps and culverts, connected therewith, to be wholly situate in the parish of Barming, partly in a field belonging to and in the occupation of Friend William Samson, and partly in a yard or piece of land adjoining such field, belonging to and in the occupation of Edward Robert Coles, and at or near the bridge across the river Medway there, which leads to East Farleigh.

2. A service reservoir, to be wholly situate in the parish of Maidstone, in a field belonging to the trustees of the poor of the parish of Maidstone, and in the occupation of John Hartnup, and near and opposite to Kent County Lunatic Asylum there.

3. An aqueduct or pipe, commencing from or out of the firstly hereinbefore described intended reservoir, in the parish of Barming; passing through or into the parishes or places of Barming and Maidstone, and terminating in the secondly hereinbefore described intended reservoir in such last-mentioned parish.

4. An aqueduct, or pipe, to be wholly situate in the said parish of Maidstone, commencing from and out of the secondly hereinbefore described intended reservoir; passing along the turnpike road leading from Maidstone to Tonbridge, and terminating in the lower part of the High-street, Maidstone, at a point opposite to the road leading thereout to the Undercliff.

The hereinbefore described intended works will be wholly situate in the county of Kent.

And power will be taken in the said Bill to effect all or some of the following objects, namely:—

To take, use, divert, pump, and store up the water to be found in or under the said lands respectively, and the vicinity thereof, and to construct and maintain all such steam and other, engines, distribution and other pipes, dams, sluices, waste gates, cuttings, tunnels, culverts, drains, weirs, pumps, and other machinery and conveniences as may be necessary for the effectual construction, maintenance, and use of the said intended works.

To cross, divert, alter, break, or stop up, either temporarily or permanently, any streets, lanes, roads, highways, bridges, railways, tramways, viaducts and other public places.

To purchase, compulsorily or otherwise acquire messuages lands, tenements, springs, streams and hereditaments, and grants of easements in, over, or under the same.

To levy tolls, rates and duties; to alter existing tolls, rates and duties; to confer, vary or extinguish, exemptions from the payment of tolls, rates and duties; to raise money upon the credit of such tolls, rates, and duties; to incorporate a Company for the purposes aforesaid; and to confer, vary or extinguish, other rights and privileges.

To incorporate in the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847;" and to alter, amend or repeal, all or some of the provisions of the Act 42nd Geo. III., cap. 62; 5th Geo. IV., cap. 109; 31st Geo. III., cap. 62; 36th Geo. III., cap. 66; 42nd Geo. III., cap. 90; and 59th Geo. III., cap. 16; and of any other Acts which could interfere with the several objects aforesaid, or any of them.

And notice is hereby further given, that duplicate plans and sections showing the line situation and levels of the intended works, and the lands in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited at the office of the Clerk of the Peace for the county of Kent, at his office at Maidstone aforesaid; and that on or before the same thirtieth day of November, copies of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place, in, through or into which the work will be made, with a copy of the Gazette notice will be deposited with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 15th day of November, 1859.

*Marchant and Pead*, 30, Great George-street, Westminster.

#### North British Insurance Company.

(Amendment of Act and Extension of powers.)

NOTICE is hereby given, that application is intended to be made to parliament in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal, all or some of the powers and provisions of an Act passed in the 8th and 9th years of the reign of Her Majesty Queen Victoria, cap. 28, intituled "An Act to enable the North British Insurance Company to purchase annuities, to take and hold property, and to invest money and stock upon mortgage; and for other purposes relating to the said Company," and, so far as necessary, to amend the provisions of the charter of incorporation of the said Company, granted by His Majesty King George the Fourth in the year one thousand eight hundred and twenty-four, recited in the said Act, and to make new provisions in lieu of, or in addition to such powers and provisions, namely, to fix or alter the qualification of directors, to alter the provisions as to the election and going out of office of directors, to increase or diminish the number of directors, to provide for the remuneration of the directors, to enable the Company to make bye-laws for the regulation of their business and affairs, or to alter, amend, extend or re-enact their existing bye-laws, to regulate the mode of

conducting the fire and life business of the Company, and to keep the same distinct, to extend the days of grace for payment of premiums on policies and endorsements in certain cases, to give the Company power to purchase, acquire, or take over the business of other companies or societies, to extend the Company's business (if considered expedient) to the East Indies, Her Majesty's Colonies and Plantations abroad, and Foreign States and Countries, to give the Company power to grant facilities for receiving sums of money, and managing the Company's property and effects abroad, and to invest, hold, and recover monies and securities for monies there, to determine the mode of execution of legal instruments, to regulate the transmission of shares by other means than transfer, to vary or extinguish existing rights or privileges of the said Company, and the copartners or shareholders, directors, and officers thereof, and to confer other powers, rights, and privileges in lieu thereof; and otherwise to regulate, alter, extend, or increase the affairs, business, and capital of the said Company; and to give increased facilities for the payment and transfer of the policies and shares of the said Company, and to confer upon the said Company all such further powers, rights, and privileges as may be necessary or expedient for the better enabling them to carry on and regulate their business of Fire and Life Assurance in its various branches and departments.

And notice is hereby given, that printed copies of the said proposed Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, next.

Dated this 26th day of November, 1859.

*Davidson and Syme*, W.S., Edinburgh.

*Connell and Hope*, 3, Princes'-street, Westminster.

#### The Buildings Improvement Company.

(Incorporation and Conferring of Powers.)

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 the incorporation of a Company by the name of "The Buildings Improvement Company," or by such other name as Parliament may think fit for the purpose of promoting and executing improvements and repairs in, or the re-erection of houses and buildings, in settlement or otherwise, in England and Wales, with all necessary powers for such purposes, and to enable the said Company to purchase, hold, and transfer real and personal property for the purposes of the business of the Company, and to enable the Company to raise capital, and to advance the same, or any portion thereof, for the purpose of executing such works as aforesaid, and also to enable the owners of settled estates and others to charge the same for the purposes of such works as aforesaid, and to borrow money of the said Company upon the security of such estates for the purposes aforesaid, and generally to confer upon the said Company, and also upon such owners of settled estates and others as may contract with the Company for the execution of such works as aforesaid, all such powers, rights, and privileges as may be necessary for giving full and complete effect to the objects of the intended Act.

Printed copies of the proposed Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December in the present year.

Dated the 26th November, 1859.

## Marlborough Branch Railway.

(Incorporation of Company; Construction of Railway Arrangements with the Great Western Railway Company.)

**N**OTICE is hereby given, that it is intended to apply to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to confer upon such Company all or some of the following among other powers:—

To make and maintain a railway from Marlborough to the Berks and Hants Extension Railway, with all necessary works, stations, approaches, and conveniences connected therewith, which railway will be wholly situate in the county of Wilts, commencing at the turnpike-road leading from Burbage to Marlborough, at or near a point about one furlong to the north of the turnpike gate on that road near to Marlborough, in the parish of Preshute, and terminating by a junction with the authorised line of the Berks and Hants extension Railway, at or near the point shown on the deposited plans of the said railway, where that line crosses the tunnel of the Kennett and Avon Canal, in the parish of Burbage, and passing through, near, or into the following parishes, townships, and extra-parochial places, or some of them, that is to say, Preshute, North Savernake, South Savernake, Wootton Rivers, and Burbage.

To stop up, alter, and divert all such roads, streams, navigations, and railways as may be necessary in the construction and maintenance of the said railway.

To purchase by compulsion or otherwise all such lands, houses, and other property as may be required in the construction of the said railway or any of the works connected therewith, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the said Bill.

To levy tolls, rates, and charges in respect of the said intended railway and works, and to confer certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges, and to alter existing tolls, rates, and charges.

To enable the proposed Company and the Great Western Railway Company to enter into mutual working arrangements or agreements with respect to the working, management, maintenance, and use of the said intended railway and works, and with respect to the receipt and apportionment of the tolls, rates, and charges to be made in respect of the traffic arising from the said intended railway, and the apportionment and division of the profits derived from the said traffic, and for this purpose the Bill will, if necessary, authorise the appointment of a joint committee or joint committees of the said Companies, and the Bill will confirm any agreement which may be made between the said Companies, prior to the passing of the said Bill into an Act with respect to the matters aforesaid, or any of them.

To authorise the Great Western Railway Company to subscribe and contribute funds towards the construction and maintenance of the said intended railway, and to guarantee to the intended Company such instalments and dividends, annual or other payments, as may be agreed upon between such Companies respectively, and to take and hold shares in the said railway, and to apply any capital or funds belonging to them, for the purposes aforesaid, and to enable the said Company and the Company so to be incorporated, to enter into mutual arrangements with respect to the matters aforesaid.

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It is further intended to incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845;" and for the purposes of this Act, but not otherwise, the Bill will extend the powers of the 5th and 6th Wm. IV, cap. 107, and of the several other Acts relating to the Great Western Railway.

On or before the 30th day of November, 1859, duplicate plans and sections of the intended railway and works, together with a book of reference to the said plans, containing the names of the owners, lessees, and occupiers of the lands and property shown thereon, and a published map showing the direction of the intended railway and works, together with a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office at Wilton; and copies of so much of the said plans, sections, and book of reference as relates to each parish; and a copy of this notice will be deposited for public inspection with the parish clerk of each parish, at his place of abode, and in the case of extra-parochial places, will be deposited with the parish clerk of some parish adjoining such places.

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

Dated this 14th day of November, 1859.

## Dartford Gas Light and Water Company.

Incorporation of Company; Construction of Additional Gas Works; Purchase or Transfer of existing Gas Works; Purchase or Lease from Local Board of Health of existing Water Works; Power to complete same, and other purposes.

**N**OTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for supplying gas and water for public and private purposes to the town and parish of Dartford, Crayford, Wilmington, Stone and Swanscombe, all in the county of Kent, some or one of them.

And powers will be taken in such Bill to enable the Company to maintain the existing gas works of the Company, established under deed of settlement, dated the 26th day of August, 1826, and commonly called the Dartford Gas Light Company, situate in Waterside, in Dartford aforesaid, and bounded by a certain orchard called Duck's Orchard on the north, by a certain waggou road or way leading out of the said Duck's Orchard on the south, by the said manor way on the east, by a certain waggou road leading from the said manor way leading out of the said street, called Waterside, into the said Duck's Orchard, and by the said orchard called Duck's Orchard on the west, and to extend such works by the construction of additional gasworks.

And it is intended to authorise the Company to supply with water the town and parish of Dartford aforesaid, and by purchase, lease or otherwise to acquire and complete and maintain all or some of the existing waterworks belonging to the Local Board of Health of Dartford, that is to say—

A well in the parish of Dartford adjoining or near to a certain street there called Overy-street.

A reservoir in or near a certain piece or parcel

of land in the parish of Dartford called The Brent, belonging to Frederick William Pigou, Esquire, and in the occupation of the said Frederick William Pigou and Robert Wilks, and the several shafts, engines and pumping apparatus, and also all aqueducts and lines of main pipe in connection with such well and reservoir, and to lay down such additional mains and pipes as may be necessary for the purposes of the Company.

And it is intended to incorporate in the proposed Act all or some of the powers contained in "The Lands Clauses Consolidation Act, 1845," "The Gasworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1847."

And it is proposed by the said intended Act to take power to stop up, alter, cross, break open or divert, temporarily or permanently, all highways, tramways, springs, streams, waters, aqueducts, sewers, drains, pipes, erections and works of every description which it may be necessary or convenient so to stop up, alter, or divert, for any of the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges connected therewith.

And it is proposed to authorise the Company to levy and receive rates, rents and remunerations for the supply of gas and water, and for apparatus connected therewith.

And it is proposed by the said intended Act to authorise contracts and agreements between the proposed Company and the Local Board of Health for the town and parish of Dartford, with respect to the purchase, lease or other acquisition of the said existing waterworks, and with respect to the lighting of public streets, roads, ways or buildings, or the supplying of water for public or sanitary purposes.

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

Dated this 19th day of November, 1859.

#### East India Coal Company (Limited).

Re-incorporation of Company—Registration of Shareholders in India—Regulation of the Management and Capital of the Company.

**N**OTICE is hereby given that application is intended to be made to Parliament during the ensuing session for an Act to effect the following objects or some of them, viz., to incorporate or re-incorporate the members of the East India Coal Company (limited)—hereinafter called the Company—by that or some other name, for the purposes of digging and mining for coals and other minerals in or near Bhurdwan, in the province of Bengal and of transporting and conveying and selling the same, and the manufacturing and selling patent, or other coal, fuel, and the preparation and selling of coke or of any other matter or thing from materials dug or procured from that district," which Company is now registered under the Joint Stock Companies Acts, 1856, 1857.

And to enable the Company to establish offices in India for the issue, registration, and transfer of shares and securities, and to authorize the Company to enter into any contracts and arrangements between the Company and Her Majesty's Government, the Council of India, and any other public bodies or persons with respect to the undertaking of the Company in India, to enable the Company to hold lands in India, to regulate the management, capital, and borrowing powers of the Company; to apply the Companies Clauses

Consolidation Act, 1845, to the Company in lieu of some of the provisions of the Joint Stock Companies Act; and to confirm the Acts and proceedings of the Company, and to vary or extinguish some of their existing rights and privileges; to confer other rights and privileges on the Company.

On or before the 23rd day of December next printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons.

Dated this 25th day of November, 1859.

*Howard and Dollman*, 141, Fenchurch-street, Solicitors.

*Fredk. Gale*, 43, Parliament-street, Parliamentary Agent.

#### Sovereign Life Assurance Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the Sovereign Life Assurance Company to sue, and be sued, in the name of their Secretary, for the time being, and to hold and transfer property heritable and movable, real and personal, in the name of the said Company, or in the name of certain members, or copartners, or officer or officers of the said Company, to alter and amend certain provisions of the Deed of Settlement, and the rules and regulations, laws and bye-laws of the said Company, and so far as necessary to confirm the same, and also to confirm, or obtain the means of confirming any acts or proceedings of the said Company which may not be within or according to the provisions of their Deed of Settlement, and to confer on the said Company, and the directors or other officers thereof, further and other powers, rights and privileges. And notice is hereby further given that on or before the twenty-third day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this twenty-sixth day of November, 1859.

*Davies, Son, Campbell, and Reeves*, Solicitors for the Company, 17, Warwick-street, Regent-street.

*Holmes and Co.*, 18, Abingdon-street, Westminster, Parliamentary Agents.

#### West Middlesex Water Works.

##### Increase of Capital; Amendment of Acts.

**N**OTICE is hereby given, that application will be made to Parliament in the next session by the company of proprietors of the West Middlesex Water Works, for an Act to enable them to raise a further sum of money by the creation and issue of new shares, and by borrowing, or by either of those means, under such provisions as Parliament may sanction, and to regulate the capital and borrowing powers of the Company.

And the intended Act will alter, amend, and enlarge, or repeal, some of the powers and provisions of "The West Middlesex Waterworks Act, 1806;" "The West Middlesex Waterworks Act, 1810;" "The West Middlesex Waterworks Act, 1813;" and "The West Middlesex Waterworks Act, 1852," or some of them.

And notice is hereby further given, that on or before the 23rd day of December, 1859, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1859.

*E. S. Bailey*, 5, Berner's-street, London, Solicitor to the Company.



**East India Fibres Company, (Limited.)**

**N**OTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate "The East India Fibres Company (Limited)," and by such intended Act, powers will be sought for all or some of the following purposes (that is to say):—

To vest in the said Company proposed to be incorporated all the undertakings, effects, rights, property, powers and privileges, of "The said East India Fibres Company (Limited.," and to alter the title of the said Company to "The East India and China Fibres Company (Limited.)"

To enable the said Company to sue and be sued, in the name of their Secretary or Managing Director for the time being, and to purchase, lease, take, let, sell, or otherwise assign, property, lands, tenements and hereditaments, heritable and moveable, real or personal, in the name of the said Company, or in the name of certain members or co-partners, or officer or officers of the said Company in India.

To advance, lend, or otherwise assign, money or securities for money, to zemindars, or other owners, proprietors and occupiers of lands in India, for the growth and cultivation of certain fibrous plants in India, and to enforce contracts entered into for such purposes.

To regulate the legal proceedings of the Company, both in India and the United Kingdom.

To purchase and hold certain Patents, granted to James Hill Dickson and James Joseph Cregeen, in the year 1858, for cleaning, scutching, breaking, and otherwise preparing, certain fibrous substances, or portions of such Patents, and also to purchase, possess and hold, other inventions for similar objects.

And to confer on the said Company, and the directors and officers thereof, such full and comprehensive and further and other powers, rights and privileges, as may be necessary and useful to the said Company, and as Parliament may deem expedient.

And notice is hereby further given, that printed copies of the proposed Act, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next,

Dated this 26th day of November, 1859.

*Walmisley and Son, Parliamentary Agents,  
5, Victoria-street, Westminster Abbey.*

**Somersham, Ramsey and Holme Railway.**

(Incorporation of Company; Construction of Railway; Arrangements with Eastern Counties and Great Northern Railway Companies.)

**N**OTICE is hereby given, that it is intended to apply to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to confer upon such Company all or some of the following, among other powers:—

To make and maintain a railway from Somersham to Holme, with all necessary works, stations, approaches and conveniences connected therewith, such railway to be wholly situate in the county of Huntingdon, commencing by a junction with the Eastern Counties Railway, about ten chains north of the Somersham station of that railway, in the parish of Somersham, and terminating by a junction with the Great Northern Railway, at or near the Holme station of that railway, in the parish of Holme, otherwise Holme Fern, and passing through, into, or near the following parishes, or some of them, that is to say, Somersham, Pidleycum-Fenton, otherwise Pedley-cum-Fenton, Warboys, Wistow, Bury, Ramsey, Upwood, Wood

Walton, Connington and Holme, otherwise Holme Fern.

To stop up, alter and divert, all such roads, streams, navigations and railways, as may be necessary in the construction and maintenance of the said railway.

To purchase, by compulsion, or otherwise, all such lands, houses and other property; as may be required in the construction of the said railway, or any of the works connected therewith; and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property; and all such other rights or privileges as it may be necessary to vary or extinguish, in carrying into execution any of the purposes of the said Bill.

To levy tolls, rates and charges, in respect of the said intended railway and works; and to confer certain exemptions from such tolls, rates and charges, and to confer other rights and privileges; and to alter existing tolls, rates and charges.

To enable the proposed Company and the Eastern Counties Railway Company and the Great Northern Railway Company, or either of them, to enter into mutual working arrangements, or agreements with respect to the working, management, maintenance and use, of the said intended railway and works; and with respect to the receipts and apportionment of the tolls, rates and charges, to be made in respect of the traffic arising from the said intended railway; and the appropriation and division of the profits derived from the said traffic; and for this purpose the Bill will, if necessary, authorize the appointment of a joint committee or joint Committees of the said Companies, or either of them; and the Bill will confirm any agreement which may be made between the said Companies, or either of them, prior to the passing of the said Bill into an Act, with respect to the matters aforesaid, or any of them.

To authorise the railway Companies lastly abovementioned, or either of them, to subscribe and contribute funds towards the construction and maintenance of the said intended railway; and to guarantee to the intended Company such instalments and dividends annual, or other payments, as may be agreed upon between such Companies respectively; and to take and hold shares in, and subscribe towards, the said railway; and to apply any capital or funds belonging to them for the purposes aforesaid; and to enable the said Companies and the Company so to be incorporated to enter into mutual arrangements with respect to the matters aforesaid.

It is further intended to incorporate in the said Bill all or some of the provisions of "the Companies Clauses Consolidation Act, 1845," "the Lands Clauses Consolidation Act, 1845," and "the Railways Clauses Consolidation Act, 1845."

For all or any of the purposes of the said Act, but not otherwise, the act will amend the following Acts, viz.:—6 and 7 William IV., caps. 103 and 106; 1 and 2 Vic., cap. 81; 2 and 3 Vic., caps. 77 and 78; 3 Vic., cap. 52; 4 Vic., caps. 14 and 24; 4 and 5 Vic., cap. 42; 6 Vic., cap. 28; 7 Vic., caps. 19, 20, and 35; 7 and 8 Vic., caps. 62 and 71; 8 and 9 Vic., caps. 85, 110, and 201; 9 Vic., cap. 52; 9 and 10 Vic., caps. 258, 356, 357, and 367; 10 and 11 Vic., caps. 12, 13, 20, 92, 156, 157, and 158; 15 Vic., caps. 30, 33, 51, 65, 84, and 108; 16 and 17 Vic., caps. 87, and 117; 17 and 18 Vic., caps. 153 and 220; 19 and 20 Vic., caps. 51, 15, and 76; and 21 and 22 Vic., cap. 99; and any other Acts relating to the Eastern Counties Railway Company; 9 and 10 Vic., cap. 71; 10 and 11 Vic., cap. 148; 11 and 12 Vic., cap. 114; 14 and 15 Vic., cap. 45; 16

and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic. cap. 35; and any other Acts relating to the Great Northern Railway Company.

On or before the 30th day of November, 1859, duplicate plans and sections of the intended railway and works, together with a book of reference to the said plans, containing the names of the owners, lessees, and occupiers of the lands and property shown thereon, and a published map showing the direction of the intended railway and works, together with a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Huntingdon, at his office at Saint Ives; and copies of so much of the said plans, sections, and book of reference, as relates to each parish, and a copy of this notice will be deposited for public inspection with the parish clerk of each parish, at his place of abode; and in the case of extra-parochial places, will be deposited with the parish clerk of the same parish adjoining such places.

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

Dated this 9th day of November, 1859.

*F. W. Thorp*, Saint Ives, Hunts;

*W. T. Manning*, 20, Great George-street, Westminster; Solicitors for the Bill.

#### Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

**N**OTICE is hereby given, that—

1696. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given notice at the Office of the Commissioners of his intention to proceed with his application for Letters Patent for the invention of "improvements in the method of constructing and operating batteries for generating or exciting by chemical action, electricity for telegraphic purposes."—A communication from abroad by Thomas C. Avery, of New York, in the United States of America.

As set forth in his petition, recorded in the said office on the 18th day of July, 1859.

1711. And James Todd, the Younger, of Castle-mains, in the county of Haddington, North Britain, Farmer, has given the like notice in respect of the invention of "improvements in machinery or apparatus for dressing or cleansing and separating grain and seeds."

1714. And Charles Tapp and James Bryant Tapp, of Chesterfield, Derbyshire, Engineers, have given the like notice in respect of the invention of "improvements applicable to steam boilers and furnaces for consuming smoke and economizing fuel in the generation of steam, and in the apparatus connected therewith."

As set forth in their respective petitions, both recorded in the said office on the 21st day of July, 1859.

1775. And John Mollady, of Manchester, in the county of Lancaster, Hat Manufacturer, has given the like notice in respect of the invention of "an improved form or construction of hat, cap, or covering for the head."

As set forth in his petition, recorded in the said office on the 1st day of August, 1859.

1800. And Edward James Cordner, of Derramore, in the county of Down, Ireland, Clerk, has given the like notice in respect of the invention of "improvements in the application of kites to the saving of life and property from shipwreck, and to other purposes."

As set forth in his petition, recorded in the said office on the 4th day of August, 1859.

1857. And John Talbot Pitman, of the American and European Patent Offices, No. 67, Gracechurch-street, London, has given the like notice in respect of the invention of "a composition applicable to the lubrication of machinery, and to various other uses."—A communication from abroad by Horace Vaughn, of the city of Providence, in the State of Rhode Island, one of the United States of North America.

1858. And William Bouch, of Shildon, in the county of Durham, Engineer, has given the like notice in respect of the invention of "improvements in breaks, in buffers, and in couplings to be used on railways."

As set forth in their respective petitions, both recorded in the said office on the 11th day of August, 1859.

1894. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "improvements in the construction of carriages and in apparatus for guiding or reining in carriage horses."—A communication from abroad, by Isaac M. Singer, of New York, in the United States of America.

As set forth in his petition, recorded in the said office on the 17th day of August, 1859.

1935. And Daniel Russell, of 1, Grove Cottage, Southampton-street Camberwell, in the county of Surrey, and Jonathan Russell, of 6, Devonshire-terrace, Queen's-road, Peckham, in the county of Surrey, have given the like notice in respect of the invention of "improving the means of docking and lifting ships out of the water for the purpose of examining and cleaning their bottoms, effecting any necessary repairs, fixing new screw propeller, rudder, raising sunken vessels or anything else for which it is desirable to get at any portion of a vessel generally under water."

As set forth in their petition, recorded in the said office on the 24th day of August, 1859.

1999. And Julian Bernard, of the Albany, Piccadilly, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the manufacture or production of boots and shoes, in the machinery, apparatus, and means employed in such manufacture."

As set forth in his petition, recorded in the said office on the 2nd day of September, 1859.

2062. And William Edward Gedge, of the firm of John Gedge and Son, of No. 4, Wellington-street South, Strand, London, Patent Agents, has given the like notice in respect of the invention of "improvements in the manufacture of nails."—A communication from abroad by Bernard Roelandt and Company, of Fontaine l'Evêque, Belgium, Nail Manufacturer.

As set forth in his petition, recorded in the said office on the 9th day of September, 1859.

2142. And Andrew Lamb, of Southampton, in the county of Hants, Engineer, has given the like notice in respect of the invention of "an improved method of heating the feed water for boilers."

As set forth in his petition, recorded in the said office on the 20th day of September, 1859.

2245. And Robert Brearley the younger, of Batley, in the county of York, Manufacturer, has given the like notice in respect of the invention of "improvements in means or apparatus for raising the nap or pile of cloths." As set forth in his petition, recorded in the said office on the 4th day of October, 1859.

2334. And William Prosser, of No. 24, Dorset-place, Dorset-square, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in apparatus employed in the production of light." As set forth in his petition recorded in the said office on the 13th day of October, 1859.

2358. And Napoleon Montanari, of Charles-street, Soho-square, in the county of Middlesex, has given the like notice in respect of the invention of "an improved apparatus for aiding children in learning to walk." As set forth in his petition, recorded in the said office on the 15th day of October, 1859.

2369. And Julian Bernard, of the Albany, Piccadilly, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the manufacture or production of boots and shoes, and other coverings for the feet, and in the machinery, apparatus, and means connected with such manufacture." As set forth in his petition, recorded in the said office on the 17th day of October, 1859.

2408. And John Talbot Pitman, of the American and European Patent Offices, No. 67, Gracechurch-street, London, has given the like notice in respect of the invention of "an improved mode of converting cast iron into soft malleable iron without change of form."—A communication from abroad by J. A. K. Eaton, of the city, county, and State of New York, in the United States of America. As set forth in his petition, recorded in the said office on the 21st day of October, 1859.

2424. And Andrew Linmere Dowie, of Glasgow, in the county of Lanark, North Britain, Merchant, has given the like notice in respect of the invention of "improvements in gas burners, and in pressure regulating apparatus for the same." As set forth in his petition, recorded in the said office on the 24th day of October, 1859.

2450. And John Armour, of Perceton Fire Clay Works, Kilmarnock, North Britain, Manager, has given the like notice in respect of the invention of "improvements in apparatus for measuring and for regulating supplies of solid and fluid substances in the preparation of mixtures or compounds." As set forth in his petition, recorded in the said office on the 26th day of October, 1859.

2487. And Ludwig Pohl, of the firm of Eduard Posen and Company, of Offenbach, in Germany, Manufacturers, has given the like notice in respect of the invention of "improvements in fastenings for bags, purses, and similar purposes." As set forth in his petition, recorded in the said office on the 31st day of October, 1859.

2498. And James Leeming, of Bradford, in the county of York, Machine Maker and John Carter Ramsden, of the same place, Manufacturer, have given the like notice in respect of the invention of "improvements in looms for weaving." As set forth in their petition, recorded in the said office on the 3rd day of November, 1859.

2528. And Andrew Linmere Dowie, of Glasgow, in the county of Lanark, North Britain, Merchant, has given the like notice in respect of the invention of "improvements in effecting communications or signalling between distant or distinct parts of railway trains."

2536. And Archibald Templeton, of No. 7, Skinner-street, in the city of London, and John Lawson, of Glasgow, have given the like notice in respect of the invention of "improvements in the manufacture of chenille or like fabrics, suitable to be used in woven and other ornamental piled fabrics." As set forth in their respective petitions, both recorded in the said office on the 7th day of November, 1859.

2540. And John Thomson, of Dundee, in the county of Forfar, Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture or production of Brussels and velvet pile carpet fabrics and hearth rugs." As set forth in his petition, recorded in the said office on the 8th day of November, 1859.

2550. And George Spill and Daniel Spill, both of Stepney-green, in the county of Middlesex, Manufacturers, have given the like notice in respect of the invention of "an improvement in the manufacture of bands for driving machinery, and for various other purposes." As set forth in their petition, recorded in the said office on the 9th day of November, 1859.

And notice is hereby further given, that all parties having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application, at the said Office of the Commissioners within twenty-one days after the date of the Gazette in which this notice is issued.

In Chancery.

Masters' Office, Southampton-buildings,  
25th day of November, 1859.

In the Matter of the Joint Stock Companies Winding-up Acts, 1843 and 1849, and of the Warwick and Worcester Railway Company.

BY direction of Richard Richards, Esquire, the Master of the High Court of Chancery charged with the winding up of this Company, notice is hereby given, that the said Master purposes, on Monday the 12th day of December next, at twelve o'clock at noon, at his Chambers, Southampton-buildings, Chancery-lane, London, to proceed to make a call upon all the contributories in the above-named Company, settled on the list up to this date, and the said Master purposes that such call shall be for one pound per share.

All persons interested are entitled to attend at such day, hour, and place, to offer objections to such call.

India-Office, November 28, 1859.

THE Secretary of State for India in Council hereby gives notice, that he has received a Bombay Gazette, containing a notice that the undermentioned Insolvents have filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11th Victoria, cap. 21 :

*Petitions filed praying for Relief.*

Insolvent Debtors' Court.

Notice is hereby given that the petitions of the several persons hereunder named and described

have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the 11th year of Victoria, chapter 21:

Nundoo Oomersey, lately trading with Damother Premjee, as General Merchant, under the name and firm of Damother Premjee, Hindoo, lately residing at Mandvi Bunder, without the Fort, at present in the Bombay Gaol, filed 10th October, 1859. Date of Gazette containing notice, October 20, 1859.

Khutri Abba Khumissa, a Dyer, Mahomedan, in Jamli Molla, without the Fort, filed 11th October, 1859. Date of Gazette containing notice, October 20, 1859.

Kessowjee Kerroojee, a Carpenter, Hindoo, in Magulwady, without the Fort, filed 11th October, 1859. Date of Gazette containing notice, October 20, 1859.

Kessow Hurriba, a Piece Goods Retailer, Hindoo, at Church Bunder, without the fort, filed 11th October, 1859. Date of Gazette containing notice, October 20, 1859.

Mooljee Roopjee, a Broker, Hindoo, near Gullawady, without the Fort, filed 13th October, 1859. Date of Gazette containing notice, October 20, 1859.

Gungather Damajee, a Carpenter, Hindoo, lately in Mooghbatwady, without the Fort, at present in the Bombay Gaol, filed 17th October, 1859. Date of Gazette containing notice, October 20, 1859.

Dossabhoj Dadabhoj, a Shroff, Parsee, in Bottlewalla's Molla, without the Fort, filed 17th October, 1859. Date of Gazette containing notice, October 20, 1859.

Goolam Ahmed bin Mahomed Syed Rogay, Mahomedan, in Khetwady, without the Fort, filed 17th October, 1859. Date of Gazette containing notice, October 20, 1859.

Thucker Narronjee Vullo, a Servant in the Shop of one Bhanjee Ramjee, Hindoo, in Wittulwady, without the Fort, filed 17th October, 1859. Date of Gazette containing notice, October 20, 1859.

Narrayen Ballajee, unemployed, Hindoo, at Mahim, without the Fort, filed 17th October, 1859. Date of Gazette containing notice, October 20, 1859.

Orders in the matters of the above-named Insolvents' petitions, that the real and personal estates and effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under clause VII of the said Act, have been duly made.

*E. Yardley*, Acting Clerk of the Court.

Clerk of the Court's Office,  
Fort, Bombay, this 18th  
day of October, 1859.

*J. Cosmo Melvill.*

#### SALE AT DEPTFORD (POSTPONED).

Department of the Comptroller for  
Victualling and Transport Services,  
Somerset-Place, November 21,  
1859.

**T**HE Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice, that the Sale of STORES advertised to take place at Her Majesty's Victualling Yard, at Deptford, on the 23RD November, is postponed until the 30TH November.

#### SALE OF PROVISIONS, &c., AT PLYMOUTH.

Admiralty, Somerset-Place,  
November 12, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 8th December next, at eleven o'clock in the forenoon, the Captain Superintendent will put up to sale, in Her Majesty's Dock Yard at Plymouth, several lots of

#### PROVISIONS, SEAMEN'S CLOTHING, VICTUALLING AND TRANSPORT STORES;

Consisting of Salt Beef and Pork, Biscuit and Biscuit Dust, Cook's Fat, Biscuit Bags or Rags, Staves, Casks, Paymaster's Implements, Seamen's Clothing, Transport Bedding, &c., &c., &c.,

all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

#### CONTRACTS FOR VEGETABLES.

Department of the Comptroller  
for Victualling, Somerset-House  
November 8, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Monday the 5th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying all such quantities of

#### VEGETABLES

as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st of April 1860, to the 31st of March, 1863, both days included, viz. :—

#### ENGLAND, &c.

Chatham to Gillingham, inclusive  
Cowes  
Dartmouth  
Deal and in the Downs  
Dover  
Exmouth  
Falmouth  
Gravesend  
Greenhithe  
Harwich  
Holyhead  
Hull  
Ipswich  
Littlehampton  
Liverpool  
London Bridge to Woolwich, inclusive  
Lyme  
Lymington  
Penzance  
Plymouth  
Portland and Portland Roads  
Ramsgate  
Sheerness, from below Gillingham to the  
Great Nore, inclusive  
Southampton  
Weymouth  
Yarmouth

#### SCOTLAND.

Granton  
Greenock  
Leith  
Queensferry  
Portree (Hebrides)

## IRELAND.

Kingstown and Dublin  
Mill Cove (Berehaven)  
Queenstown and Kinsale

*Separate tenders must be made for each port, and no attention will be paid to any offers not so made.*

*None of the contracts to be sub-let.*

*A form of the tender may be obtained, and particular attention is called to the recent modifications of the conditions of the contracts which may be seen at this office, or by applying to the Superintendents of the Victualling Establishments at Deptford and Plymouth, the Superintendents of Her Majesty's Dock Yards at Woolwich, Chatham and Sheerness; the Clerk in charge of Her Majesty's Yard at Deal; the Agent for Victualling at Haulbowline; the Agent for Transports at Leith; the Officers conducting the Packet Service at Dover, Liverpool and Southampton; the Secretary to the Postmaster-General, Dublin; to the Collectors of Her Majesty's Customs at Cowes, Dartmouth, Falmouth, Harwich, Hull, Ipswich, Lyme, Yarmouth, Penzance, Ramsgate, Weymouth, and Greenock; and to the Postmaster at each of the other places.*

*No tender will be received after half-past one o'clock on the day of treaty, nor any noticed unless made on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an agent appointed by him, should attend at this office, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.*

*Every tender must be delivered at the above office, and signed by two responsible persons engaging to become bound with the person tendering in the sum of £200 for the due performance of the contract for London Bridge to Woolwich inclusive; and in the sum of £100 for each of the other contracts.*

## CONTRACTS FOR FRESH OX BEEF.

Department of the Comptroller  
for Victualling, Somerset-House,  
November 18, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Monday the 5th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying (under separate contracts) all such quantities of

## FRESH OX BEEF,

as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st January to the 30th June, 1860, both days included; viz. :—

## ENGLAND, &amp;c.

Chatham to Gillingham, inclusive  
Cowes  
Dartmouth  
Deal, and in the Downs.  
Dover  
Exmouth  
Falmouth.  
Gravesend  
Greenhithe  
Harwich.  
Holyhead  
Hull  
Ipswich  
Jersey and Guernsey  
Littlehampton

Liverpool  
London-bridge to Woolwich (inclusive)  
Lyme  
Lymington  
Penzance  
Plymouth (Oxon)  
Portland and Portland Roads  
Portsmouth (Oxon)  
Ramsgate  
Sheerness, from below Gillingham to the  
Great Nore (inclusive)  
Southampton  
Weymouth  
Yarmouth.

## SCOTLAND.

Granton  
Greenock  
Leith  
Portree (Hebrides)  
Queensferry  
Stornoway

## IRELAND.

Carrickfergus.  
Castletownsend  
Kingstown and Dublin.  
Mill Cove (Berehaven)  
Queenstown and Kinsale.

*N.B. The contractors are to supply good, fat, well-fed Ox Beef, as NO HEIFER MEAT will be admitted.*

*Separate tenders must be made for each port, and no attention will be paid to any offers not so made.*

*None of the contracts to be sub-let, and the contracts for Chatham, and Sheerness to be taken by persons residing on the spot, and the cattle for Chatham and Sheerness to be slaughtered on the spot.*

*A form of the tender may be obtained, and particular attention is called to the recent modifications of the conditions of the contracts, which may be seen at this Office, or by applying to the Superintendents of the Victualling Establishments at Deptford, Gosport and Plymouth; the Superintendents of Her Majesty's Dock Yards at Woolwich, Chatham, and Sheerness; the Clerk in charge of Her Majesty's Yard at Deal; the Agent for the Victualling at Haulbowline; the Agent for Transports at Leith; the Officers conducting the Packet Service at Dover, Liverpool, and Southampton; the Secretary to the Postmaster-General, Dublin; to the Collectors of Her Majesty's Customs at Cowes, Dartmouth, Falmouth, Harwich, Hull, Ipswich, Jersey and Guernsey, Lyme, Yarmouth, Penzance, Ramsgate, Weymouth, Greenock, Stornoway, and to the Postmaster at each of the other places.*

*No tender will be received after half past one o'clock on the day of treaty, nor any noticed unless made on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an Agent appointed by him, should attend at this Office, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.*

*Every tender must be delivered at the above office, and signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1,500 for the due performance of each of the contracts for Sheerness, Chatham, Portsmouth, Plymouth, and Queenstown, and Kinsale; and in the sum of £300 for each of the other contracts.*

**CONTRACT FOR SOUTH WALES COALS FOR PLYMOUTH.**

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 15, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 1st December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Plymouth,

1,000 TONS of Bryndorway, Graigola, Resolven, Llangenneck, Newport, Mertlyr or Aberaman Merthyr COALS.

The Coals to be delivered within the following periods, viz.:

250 tons within six weeks; 250 tons more thereof, within twelve weeks; 250 tons more thereof, within eighteen weeks; and the remainder thereof, within twenty-four weeks from the 1st December next.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said office, or at the Victualling Yard at Plymouth, or to the officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modification of the conditions of the contracts, which may be seen at the said Office, or at the Victualling Office at Plymouth, and at Liverpool and Bristol.

No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the Office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for \_\_\_\_\_," and must also be delivered at Somerset-house.

**CONTRACTS FOR MATERIALS FOR SEAMEN'S CLOTHING.**

Department of the Comptroller for Victualling, Somerset-House, November 19, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Monday the 12th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford, the undermentioned articles, viz.:

Hessen, 40 inches wide, 15,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Hessen, 36 inches wide, 20,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Hessen, 30 inches wide, 13,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Hessen, 27 inches wide, 8,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Dutch Linen Tape ( $\frac{1}{2}$ -in.), 25,000 pieces, pieces of 18 yards each; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Dutch Linen Tape (narrow), 240,000 pieces of  $8\frac{1}{2}$  yards each; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Blue Worsted Tape, 7,500 pieces of 20 yards each; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Osnaburgh, 5,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Black Linen, 2,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Linen Thread, 1,800 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Whited Brown Linen Thread, 2,500 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Blue Worsted, 4,700 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Sewing Cotton (fine), 850 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Horn Buttons (small), 2,400 gross; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Metal Buttons (4 hole), 12,000 gross; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Black Silk Twist, 20,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said office, and at the Victualling Yards at Gosport and Plymouth.

Tenders will be admitted for any portion of the above quantities.

Samples of the articles may be seen at the said Office between the hours of ten and two only, and also at the Victualling Yards at Gosport and Plymouth.

Particular attention is called to the recent modifications of the conditions of the revised contracts, which may be seen at the said office, and at the Victualling Yards, at Gosport and Plymouth.



No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for \_\_\_\_\_," and must also be delivered at Somerset-House.

#### CONTRACTS FOR WINE, COCOA, TEA, WHEAT, AND TOBACCO.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 22, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 1st December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores, at Deptford, the undermentioned articles, viz.:

Wine (Port), 1,000 gallons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Cocoa, 150 tons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tea, 100,000 lbs.; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Wheat, 4,000 quarters; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tobacco, 50 tons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tenders may be made for the whole or any portion of the articles.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The wine, cocoa, tea, and tobacco to be exempted from the Customs' duties, and parties tendering are to state where they are respectively lying.

Samples of the wine, in pints from each cask, must be produced by parties tendering, and not samples only for each import mark.

Samples of the wheat (not less than two quarts), of the cocoa (not less than 2 lbs.), and of the tea (not less than 2 lbs. from the bonded warehouse), must be produced by the parties tendering.

Each tender for tobacco must specify the several trade marks and numbers, and the countries or places of its growth or produce, and a fresh drawn dock sample of each cask or package must be produced by the parties tendering, and any cask or package that is found not to be of the same mark, number, or quality as the sample tendered and accepted, will be rejected by the officers.

The samples produced by persons whose tenders

No. 22330.

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are not accepted are requested to be taken away by them immediately after the contracts have been decided.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said Office, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modification of the conditions of the contracts, which may be seen at the said office, and at Liverpool and Bristol.

No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the Office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for \_\_\_\_\_," and must also be delivered at Somerset-House.

#### CONTRACT FOR PITCH PINE TIMBER.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 22, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Tuesday the 13th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dock Yards with

8,100 loads of PITCH PINE TIMBER.

To be delivered in the years 1860 and 1861, according to a distribution, which with a form of the tender and the conditions of the contract, may be seen at the said office.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words "Tender for Pitch Pine Timber," and must be delivered at Somerset-place, accompanied by a letter signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £5,000 for the due performance of the contract.

#### CONTRACT FOR SOUTH WALES' COALS FOR GOSPORT.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 24, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice, that on Thursday the 8th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Gosport,

300 TONS of Bryndorway, Graigola, Resolven, Llangenneck, Newport, Merthyr, or Aberaman Merthyr COALS.

The Coals to be delivered by the 31st March, 1860.

No tender will be received unless made on the printed form provided for the purpose, and which

may be obtained on application at the said office, or at the Victualling Yard at Gosport, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modifications of the conditions of the contracts, which may be seen at the said office, or at the Victualling Office at Gosport, and at Liverpool and Bristol.

No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for \_\_\_\_\_" and must also be delivered at Somerset House.

#### CONTRACT FOR SOUTH WALES' COALS FOR DEPTFORD.

Department of the Comptroller for Victualling and Liverpool Service, Somerset-House, November 24, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday the 8th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford,

700 TONS of Bryndorway, Graigola, Resolven, Llangenneck, Newport, Merthyr or Aberaman Merthyr COALS.

The Coals to be delivered within the following periods, viz.—One half by the 31st January, 1860, and the remainder by the 29th February, 1860.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said Office, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modifications of the conditions of the contracts, which may be seen at the said office, and at Liverpool and Bristol.

No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the Office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for \_\_\_\_\_" and must also be delivered at Somerset-house.

#### CONTRACTS FOR WILLOW RODS AND COOPERS' FLAGS.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 24, 1859.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 8th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Vic-

tualling Stores at Deptford, the undermentioned articles, viz.:

Willow Rods, 200 mille; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Coopers' Flags, 500 bolts; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Samples of the willow rods (not less than 500 great tale), and of the coopers' flags (not less than a bolt), must be produced by the parties tendering,

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said Office, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modification of the conditions of the revised contracts, which may be seen at the said Office, and at Liverpool and Bristol.

No tender will be received after half-past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for \_\_\_\_\_" and must also be delivered at Somerset-place.

Lead-Office, November 24, 1859.

**T**HE Court of Assistants of the Corporation of the Governor and Company for Smelting down Lead with Pit Coal and Sea Coal, do hereby give notice, that a Court of Election of a Governor, Deputy-Governor, and ten Assistants, for the year ensuing, will be held at the Company's House, in Martin's-lane, Cannon-street, on Monday the 2nd January next, from eleven o'clock in the forenoon till one o'clock in the afternoon; and that the Transfer Book will be shut on Wednesday the 14th December, and opened again on Wednesday the 28th December.

Printed Lists of the Proprietors will be ready on Tuesday the 20th December next.

Thomas Elliott, Secretary.

West of England Steam Flour Mills and Bakery Company (Limited).

**N**OTICE is hereby given, that at a General Meeting of the Shareholders of the above Company, held on the 21st day of November, 1859, a special Resolution was passed by upwards of three-fourths in number and value of the Shareholders entitled to vote present at the meeting, requiring the said Company to be wound up voluntarily, and that all necessary steps should be taken in respect to the said winding up.

Thos. Angell, 23, King-street, Guildhall, Solicitor to the Company.

Willenhall Waterworks Company.

Notice of Dissolution, and Winding up of the Company.

**N**OTICE is hereby given, that at two Extraordinary General Meetings of the Shareholders of the Willenhall Waterworks Company,

duly convened according to the provisions of the deed of settlement of the said Company, and held at the office of the Company in Stafford-street, Willenhall, in the county of Stafford, on the 11th day of March, 1859, and the 28th day of March, 1859, respectively, at each of which meetings, upwards of three-fourths in value of the shareholders then being of the said Company were present, it was unanimously resolved, that the said Company be dissolved, and its affairs forthwith wound up, in accordance with the provisions of the said deed of settlement. And notice is hereby also further given, that the affairs of the said Company have been wound up, in accordance with such provisions of the said deed of settlement, and that the said Company is henceforth completely and absolutely dissolved, anything in such deed of settlement to the contrary thereof notwithstanding.

Dated this 26th day of November 1859.

Hawksford and Parkes, Wolverhampton,  
Solicitors to the said Company.

NOTICE is hereby given, that the Partnership, trade, or business heretofore subsisting between us the undersigned, Henry Pearson and Edwin Cheetham, both of Heaton Mersey, in the county of Lancaster, carrying on business at Heaton Mersey aforesaid, and at Hope Hill and Manchester, in the said county of Lancaster, as Cotton Spinners and Manufacturers, under the style or firm of Henry Pearson, was this day dissolved by mutual consent; and notice is also hereby given that the said trade or business will in future be carried on by the undersigned Henry Pearson alone, who will receive and pay all debts due to, and owing by, the said firm.—As witness our hands this 26th day of November, 1859.

Henry Pearson.  
Edwin Cheetham.

NOTICE is hereby given, that the Partnership heretofore subsisting between the late James Cheetham and Joshua Cheetham, deceased, and the undersigned Samuel Cheetham, recently carrying on business together at Clough, in Crompton, in the county of Lancaster, as Cotton Manufacturers, under the firm of James Cheetham and Sons, was, on the 16th day of June last, dissolved by mutual consent, so far as James Cheetham the younger, devisee and legatee of the said James Cheetham, deceased, was concerned; and the said business will in future be continued and carried on by the said Samuel Cheetham and Joshua Milne Cheetham, under the said style or firm of James Cheetham and Sons.—As witness the hands of the said parties, the 2nd day of November, 1859.

Saml. Cheetham.  
James Cheetham.  
Joshua Milne Cheetham.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Peter Taylor and Joshua Payne, carrying on the businesses as Wholesale and Retail Clothiers, Pawnbrokers, and Silversmiths, at No. 20, Haymarket, in Leicester, under the respective styles or descriptions of Peter Taylor and Co., and Taylor and Payne, was, on the 3rd day of August last, determined by mutual consent. All debts due to or owing by the said Peter Taylor and Co., and Taylor and Payne, will be received and paid by the said Peter Taylor.—Dated this 24th day of November, 1859.

Peter Taylor.  
Joshua Payne.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Lancaster and John Lancaster, carrying on the business of Cotton Manufacturers at Preston, under the style or firm of Lancaster Brothers, is dissolved by mutual consent.—As witness our hands this 20th day of November, 1859.

William Lancaster.  
John Lancaster.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edgar Wilding and George John Lockyer, carrying on business at Manchester, in the county of Lancaster, as Stationers and Letter Press Printers, under the firm of Wilding and Lockyer, is this day dissolved by mutual consent. All debts due to or owing by the said partnership will be received and paid by the said George John Lockyer.—Dated this 25th day of November, 1859.

Edgar Wilding.  
George J. Lockyer.

NOTICE is hereby given, that the Partnership lately subsisting between us, Thomas Cummins and Thomas George Hetherington, as Painters and Glaziers, at Gateshead, in the county of Durham, has been this day dissolved by mutual consent.—As witness our hands the 23rd day of November, 1859.

Thos. Cummins.  
Thos. George Hetherington.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Martin Collins, Eugene Collins, and Hampden Webb Cragg, carrying on business as Wine and Spirit Merchants, at No. 134, Fenchurch-street, in the city of London, under the firm of Collins and Cragg, has this day been dissolved by mutual consent.—Dated this 26th day of November, 1859.

Martin Collins.  
Eugene Collins.  
Hampden Webb Cragg.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Sprake and Stephen Baker Sprake, as Farmers carrying on business at Mapperton, in the county of Dorset, under the names or firm of W. and B. Sprake, has been dissolved by mutual consent as from the 6th day of April, 1856.—Witness our hands this 25th day of November, 1859.

William Sprake.  
Stephen Baker Sprake.

A MUTUAL Dissolution of Partnership has been agreed to, this day, between Abraham Surrey and Charles Garton, of No. 104, Fleet-street, City, Bookbinders, Toolcutters, and Engravers.—London, November 28, 1859.

Abraham Surrey.  
Charles Garton.

NOTICE is hereby given, that the Copartnership carried on for some time past at Whittlebury, in the county of Northampton, by us, the undersigned, John Claydon and William Claydon the younger, under the firm of John Claydon and William Claydon, was this day dissolved by mutual consent. Mr. William Claydon the younger is empowered to discharge and settle all debts due to and by the said Copartnership concern.—As witness our hands this 7th day of November, 1859.

John Claydon.  
William Claydon, junr.

WE hereby give notice, that the Partnership hitherto subsisting between us, the undersigned, Thomas Curryer and William Curryer, as Goldsmiths and Jewellers, and carried on by us at No. 8, Lower Charles-street, Northampton-square, Saint Johns-street-road, in the county of Middlesex, under the style or firm of Curryer Brothers, has been this day dissolved by mutual consent.—Dated this 28th day of November, 1859.

Thomas Curryer.  
William Curryer.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business at No. 147, Fenchurch-street, London, as Merchants and Agents, under the style or firm of T. E. Greenhow and Co., has this day been dissolved by mutual consent; and that all debts and outstanding assets of the partnership will be collected and got in by the undersigned Thomas Emerson Greenhow, by whom the outstanding debts and claims will be liquidated.—Dated the 28th day of November, 1859.

T. E. Greenhow.  
Alex. Gordon.

NOTICE is hereby given, that the Partnership hitherto subsisting and carried on between us the undersigned, Abraham Booth and Robert Dickinson, as Provision Dealers at No. 99, Kirkgate, Leeds, in the county of York or elsewhere, under the style or firm of Booth and Dickinson, was this day dissolved by mutual consent; and that all debts due to and owing from the said Copartnership will be received and paid by the said Robert Dickinson, who will in future carry on the said business at the same place, in his own name, and on his own account.—Dated this 25th day of November, 1859.

Abraham Booth.  
Robert Dickinson.

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, Seth Senior and Henry Haigh, as Coal Proprietors and Coal Dealers at Kirkburton, in the county of York, under the style or firm of Seth Senior and Company, have been this day dissolved by mutual consent.—Dated this 25th day of November, 1859.

Seth Senior.  
Henry Haigh.

**N**OTICE is hereby given, that the Partnership heretofore existing under the style or firm of Rowbotham and Aspin, of Macclesfield, in the county of Chester, Joiners and Builders, is this day dissolved by mutual consent. All debts due to or owing from the said firm will be received and paid by Messrs. Firth and Booth, of Macclesfield aforesaid, Surveyors and Architects, who alone are authorized to receive and pay the same.—As witness our hands this 11th day of November, 1859.

*Henry Rowbotham.  
Joshua Aspin.*

**N**OTICE is hereby given, that the Partnership between the undersigned, Augustus Dremel and Augustus Kniep, in the trade or business of Wine Merchants at Weavers'-hall, Basinghall-street, in the city of London, under the firm of Augustus Dremel and Company, and in the trade or business of Merchants at the same place, under the firm of Augustus Kniep and Company, was this day dissolved by mutual consent.—Witness our hands this 22nd day of November, 1859.

*Augustus Dremel.  
Augustus Kniep.*

**N**OTICE is hereby given, that the Partnership lately subsisting between us in Skirbeck, in the county of Lincoln, in the trade or business of Fellmongers, was, on this 21st day of November, instant, dissolved by mutual consent.—As witness our hands this 22nd day of November, 1859.

*Richard Jackson.  
John Queenborough.*

**N**OTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Thornton George Easto and George Berry, as Wholesale Tea and Coffee Dealers, and carried on by us at No. 33, Saint Mary-at-Hill, Eastcheap, in the city of London, under the style or firm of Easto and Berry, was this day dissolved by mutual consent.—As witness our hands this 26th day of November, 1859.

*Thornton George Easto,  
George Berry.*

**N**OTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Thomas Retigan and John Fawcett, carrying on business as Manufacturers of The Royal Patent Cake for Cattle, at Corporation-street, Manchester, in the county of Lancaster, under the style or firm of Thomas Retigan and Company, was dissolved by mutual consent on the 12th day of November instant. All debts due to, and owing by, the said firm, will be respectively received and paid by the said Thomas Retigan, by whom the said business will in future be carried on, under the same style or firm.—Dated this 24th day of November, 1859.

*Thomas Retigan.  
John Fawcett.*

**N**OTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Frederick Barlow Armfield and John Armfield, as Warehousemen, carrying on business at Nos. 1 and 2, Crown-court, Cheap-side, in the city of London, under the style or firm of Armfield and Son, has been dissolved as from the 7th day of October last.—Dated this 17th day of November, 1859.

*F. B. Armfield.  
John Armfield.*

**N**OTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Alderman Sanders and Edward Hawley, as Tea Brokers, carrying on business at No. 7, Little Tower-street, in the city of London, under the style or firm of Sanders and Hawley, has been this day dissolved by mutual consent.—As witness our hands this 25th day of November, 1859.

*J. A. Sanders.  
E. Hawley.*

**N**OTICE is hereby given, that the Partnership lately subsisting between us the undersigned, at Saint Austell, in the county of Cornwall, in the profession of Surgeons, was dissolved by mutual consent on the 29th day of September, 1859.—As witness our hands.

*Roger D. M. Manus.  
John Way, jr.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Mead Raymond and Charles Seidler, of No. 47, Mark-lane, in the city of London, Corn Factors, carrying on business under the firm of Raymond and Seidler, was this day dissolved by mutual consent. All debts due to or owing by the said partnership, will be received and paid by the said Alfred Mead Raymond.—As witness our hands this 25th day of November, 1859.

*A. M. Raymond.  
Charles Seidler.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business at No. 1, Westbourne-place, Bishop's-road, Paddington, in the county of Middlesex, as Trimming Warehousemen, under the style or firm of Martin and Bridgman, was this day dissolved by mutual consent; and that all debts due to and owing by the said firm will be received and paid by the said undersigned John Bridgman, by whom alone the said business will in future be carried on.—Dated this 24th day of November, 1859.

*N. C. Martin.  
Jno. Bridgman.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Rushforth, James Petty, and William Bradley, of Pool Bank, near Otley, in the county of York, lately carrying on business there, in Copartnership, as Quarrymen and Stone Merchants, under the style or firm of Rushworth, Petty, and Bradley, was, on the 8th day of November, dissolved by mutual consent.—Dated this 23rd day of November, 1859.

*Joseph Rushforth.  
James Petty.  
Wm. Bradley.*

[Extract from the Edinburgh Gazette of November 25, 1859.]

Hudson-square, Montrose,  
November 24, 1859.

**M**R. HELEN SOMERVILLE, Widow and Executrix of the late Charles Stuart Middleton Somerville, Manufacturer of Chemical Manures in Montrose, hereby intimates, that the Manure Works formerly held by her late husband, and afterwards by her as his Executrix, having been sold to other parties, she and her husband's estate have had no interest therein since 11th October last; and she is not a Partner in the Firm of Somerville and Coy., by whom the Work is now carried on.

*Helen Somerville.*

WILLIAM SHIRESS, Witness.  
FRANK W. JAPP, Witness.

Statutory notice to Creditors (pursuant to 22nd and 23rd Vict., c. 35.)

In the affairs of JOHN HANCOCK, deceased.

**T**HE creditors of and persons claiming debts or liabilities affecting the estate of John Hancock, late of Worksop, in the county of Nottingham, Timber Merchant (who died on or about the 2nd day of January, 1858), are hereby required, on or before the 5th day of December next, to send in to Frederick Johnson, of Worksop aforesaid, Currier, Henry Naylor, of Worksop aforesaid, Veterinary Surgeon, and John Cutton, of Worksop aforesaid, Timber Merchant, the executors of the said John Hancock, deceased, at the offices of their solicitors, Messrs. Whall and Mason, of Worksop aforesaid, their claims against the estate of the said John Hancock, deceased. At the expiration of the above-mentioned time the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which the executors shall then have had notice, and pursuant to the Statute 22nd and 23rd Vict., cap. 35, such executors will not be thenceforth liable for the assets so distributed to any persons of whose claims they shall not have had notice at the time of such distribution.—Dated this 15th day of November, 1859.

Statutory notice to Creditors (pursuant to 22nd and 23rd Vic., c. 35.)

In the affairs of MRS. MARY SHAW, deceased.

**T**HE creditors of and persons claiming debts or liabilities affecting the estate of Mary Shaw, late of Worksop, in the county of Nottingham, Widow (who died on or about the 4th day of August, 1858), are hereby required, on or before the 31st day of December next, to send in to the Reverend Charles Walter White, of Clown, in the county of Derby, Clerk, and the Reverend William Senior Salman, of Shireoaks in, the county of Nottingham, Clerk, the executors of the said Mary Shaw, deceased, at the offices of their solicitors, Messrs. Whall and Mason, of Worksop aforesaid, their claims against the estate of the said Mary Shaw, deceased. At the expiration of the above-mentioned time, the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice, and pursuant to the Statute 22nd and 23rd Vic., cap. 35, such executors will not be thenceforth liable for the assets so distributed to any persons of whose claims they shall not have had notice at the time of such distribution.—Dated this 15th day of November, 1859.

## William Harris, Deceased.

**N**OTICE is hereby given, pursuant to the statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the law of property, and to relieve trustees," that all persons claiming to be creditors, or otherwise to have any claims or demands, against or affecting the estate of William Harris, formerly of No. 50, High Holborn, in the county of Middlesex, Optician, afterwards of Woolwich, in the county of Kent, and late of No. 20, Bloomsbury-square, in the parish of Saint George, Bloomsbury, in the county of Middlesex, Esquire, deceased, who died on the 28th day of January, 1859, and whose Will was proved in Her Majesty's Court of Probate, on the 23rd day of February, 1859, by the executors therein named, are hereby required, on or before the 28th day of January, 1860, to send to the said Executors, at the office of their Solicitor, Mr. George Knox, situate at No. 3, Bloomsbury-square, aforesaid, the particulars of such debts, claims, or demands; or in default thereof, the said executors will at the expiration of the time above-mentioned, distribute the assets of the said William Harris, deceased, among the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have notice.—Dated this 25th day of November, 1859.

Pursuant to the Act of Parliament to further amend the Law of property and to relieve Trustees, 22nd and 23rd Vic., cap. 35.

**A**LL creditors and other persons having any claim against the estate of Anna Maria Edwards, late of No. 2, Wharton-street, Lloyd-square, in the county of Middlesex, Widow, deceased, who died on or about the 9th day of November, 1859, are requested to send in their claims to the Administratrix, at the office of Messrs. Clarke and Mead, No. 30, Bury-street, St. James's, on or before the 24th day of December, 1859, or in default thereof, the Administratrix will, after the said 24th day of December, 1859, proceed to distribute the assets of the said Anna Maria Edwards, among the parties entitled thereto, having regard to the claims only of which she has then notice.—Dated this 24th day of November, 1859.

Pursuant to the Act of Parliament to further amend the Law of property and to relieve Trustees, 22nd and 23rd Vic., cap. 35.

**A**LL creditors and other persons having any claim against the estate of John Edwards, late of No. 2, Wharton-street, Lloyd-square, in the county of Middlesex, Gentleman, deceased, who died on or about the 19th day of October, 1859, are requested to send in their claims to the Administratrix, at the office of Messrs. Clarke and Mead, No. 30, Bury-street, St. James's, on or before the 24th day of December, 1859, or in default thereof the Administratrix will after the said 24th day of December, 1859, proceed to distribute the assets of the said John Edwards among the parties entitled thereto, having regard to the claims only of which she has then notice.—Dated this 24th day of November, 1859.

## THE HONOURABLE LUCY CUST, Deceased.

In pursuance of the Statute 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any claim or demand against the estate of the Honourable Lucy Cust, late of No. 30, Hill-street, Berkeley-square, London, who died on the 26th day of July, 1856, are hereby required on or before the 1st day of January, 1860, to send the particulars of such claim or demand to Reginald John Cust, Esq., No. 6, Stone-buildings, Lincoln's-inn, Barrister-at-Law, one of the executors of the said Honourable Lucy Cust, or to Messrs. Nicholl, Burnett, and Newman, No. 18, Carey-street, Solicitors; and that the said executors will on or after the 1st day of January, 1860, proceed to distribute the assets of the said Honourable Lucy Cust among the parties entitled thereto, and will not be liable for the assets so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 25th day of November, 1859.

## THE HONOURABLE ELIZABETH CUST, Deceased.

In pursuance of the Statute 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any claim or demand against the estate of the Honourable Elizabeth Cust, late of No. 30, Hill-street, Berkeley-square, London, who died on the 30th day of November, 1858, are hereby required on or before the 1st day of January, 1860, to send the particulars of such claim or demand to Reginald John Cust, Esq., No. 6, Stone-buildings, Lincoln's-inn, Barrister-at-Law, one of the executors of the said Honourable Elizabeth Cust, or to Messrs. Nicholl, Burnett, and Newman, No. 18, Carey-street, Solicitors; and that the

said executors will on or after the 1st day of January, 1860, proceed to distribute the assets of the said Honourable Elizabeth Cust among the parties entitled thereto, and will not be liable for the assets so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 25th day of November, 1859.

## SAMUEL WINDLE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and others, having any claim or demand on or against the estate of Samuel Windle, formerly of Blue Boar-court, Friday-street, and Lad-lane, in the city of London, Tea Dealer and East India Agent, and late of No. 8, Martin's-lane, Cannon-street, London, Gentleman, who died on the 22nd day of December, 1858, and whose will was proved on the 10th day of January, 1859, in Her Majesty's Court of Probate, Principal Registry, are on or before the 31st day of December, 1859, to send in to the executors Francis Jerdone Braikenridge and George John Braikenridge, at their offices, No. 16, Bartlett's-buildings, Holborn, in the city of London, particulars of their debts or claims, or in default thereof the said executors will at the expiration of the above time, proceed to distribute the assets of the testator among the parties entitled thereto, having regard to the debts and claims only of which they shall then have notice.—Dated this 25th day of November, 1859.

## In Chancery.

In the Matter of an Act passed in the session of Parliament held in the 19th and 20th years of the reign of Her present Majesty, Queen Victoria, chapter 120, intituled "An Act to facilitate leases and sales of settled estates," and of an Act passed in the session of Parliament held in the 21st and 22nd years of the said reign, chapter 77, intituled "An Act to amend and extend the settled estates Act, 1856;" and in the matter of the five undivided equal sixth parts devised by the Will of Charles Ingram, deceased, of and in the freehold messuage or tenement and hereditament, No. 46, High-street, situate in the parish of Saint Saviour, in the borough of Southwark, in the county of Surrey, with their appurtenances, now in the occupation of Ann Ingram, Widow.

**N**OTICE is hereby given, that under the authority and by virtue of the above-mentioned Acts of Parliament, a petition entitled in the above-mentioned matters was on the 18th day of November instant, presented unto The Right Honourable the Master of the Rolls, by Ann Ingram, of No. 46, High-street, Southwark, Widow, the person for the time being entitled to the possession and enjoyment of the rents and profits of the above-mentioned five undivided sixth parts or shares of and in the premises, No. 46, High-street, Southwark aforesaid, praying his Honour to authorize the confirmation of a contract and agreement in the said petition named, entered into by the said Ann Ingram and Edward Beard as the Trustees appointed by the Will of Charles Ingram, deceased, with Francis Coleman, for the sale to the said Francis Coleman of the aforesaid five undivided sixth parts or shares of and in the aforesaid hereditaments and premises, at or for the price or sum of £3000, and for consequential directions, or that his Honour would make such further or other order as to his Honour should seem meet and the nature of the case may require. And notice is also hereby given, that such petition will in due course be heard before his Honour the Master of the Rolls; and that the office of Mr. Henry Simpson, of No. 13, Wellington-street, London-bridge, S.E., is the place where the petitioner may be served with any Order of the Court or any notice relating to the subject of the said petition.—Dated this 24th day of November, 1859.

**T**O be sold, pursuant to a Decree of the High Court of Chancery, made in a cause of Pugh v. Pugh, with the approbation of the Vice-Chancellor Sir John Stuart, in one lot, by Mr. Peter Chaloner, the person appointed by the said Judge, at the Rose and Crown Inn, at Hay, in the county of Brecon, on Thursday, the 29th day of December, 1859, between the hours of two and four o'clock in the afternoon;

A certain freehold and leasehold estate called Cwmfills, situate at Rhulen, in the county of Radnor, late the property of James Pugh, of Llanbuehlin, deceased, and now in the occupation of Mr. Thomas Jones, as tenant from year to year, at the yearly rent of £40.

Particulars whereof may be had (gratis) in London, of Messrs. Loftus and Young, Solicitors, No. 10, New-inn, Strand, and of Messrs. Thomas White and Sons, Solicitors, No. 11, Beaford-row; and in the county of Mr. William Pugh, Solicitor, Hay, Brecon; of Mr. Evan Vaughan, Bailiff, Brecon; of the Auctioneer, at his office in Clyro, Radnorshire, at the place of sale, and the principal inns in the neighbourhood.

**P**URSUANT to a Decree of the High Court of Chancery, made in the matter of James Ede, late of Church-street, Greenwich, in the county of Kent, Draper, deceased, and in a cause William Whenham and Edwin Knott, plaintiffs, against Edmund Henry Edmunds and William Henry Ede, defendants, the creditors of James Ede, late of Church-street, Greenwich, in the county of Kent, Draper, deceased, who died on or about the 24th day of May, 1859, are, by their Solicitors, on or before the 15th day of December, 1859, to come in and prove their debts, at the chambers of the Master of the Rolls, Rolls-yard, Chancery-lane, Middlesex, or in default thereof, they will be peremptorily excluded from the benefit of the said Decree. Tuesday, the 20th day of December, 1859, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 25th day of November, 1859.

**P**URSUANT to an Order of the High Court of Chancery, made in a cause Aubrey against Goren, the creditors of Thomas Mansford, late of Wennington, in the county of Essex, Esq., who died in or about the month of June, 1859, are, by their Solicitors, on or before the 9th day of January, 1860, to come in and prove their debts, at the chambers of the Vice-Chancellor Kindersley, at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Wednesday, the 11th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1859.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause there depending, Been against Tapp and others, the creditors of William Tapp, formerly of South Molton, in the county of Devon, deceased, who died in or about the month of March, 1839, are, by their Solicitors, on or before the 11th day of January, 1860, to come in and prove their debts, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Wednesday, the 18th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 23rd day of November, 1859.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause of Benjamin Wood and another against William Stephens Jones, the creditors of George Augustus Biedermann, late of Dauntsey, in the county of Wilts, Clerk, who died in or about the month of March, 1859, are, by their Solicitors, on or before the 7th day of January, 1860, to come in and prove their debts, at the chambers of the Master of the Rolls, Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 13th day of January, 1860, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 25th day of November, 1859.

**P**URSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Joseph Colin Fletcher, late of Coburg-road, Old Kent-road, in the county of Kent, Wharfinger, deceased, and in a cause between Robert M'Lachlan, Plaintiff, Lawson Robinson, Defendant, all persons claiming to be creditors of Joseph Colin Fletcher, late of Coburg-road, Old Kent-road, in the county of Kent, Wharfinger, the intestate in the proceedings named, who died in or about the month of May, 1859, are, by their Solicitors, on or before the 23rd day of December, 1859, to come in and prove their debts, at the chambers, of the Vice-Chancellor Sir John Stuart, at No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 9th day of January, 1860, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1859.

**N**OTICE is hereby given, that by an indenture, bearing date the 31st day of October, 1859, Henry Gould Gibson, of Mark-lane, in the city of London, Wine Merchant, assigned to Frederick Lloyd, of Suffolk-lane, in the said city, Wholesale Druggist, and John Gould of Chick-sand-street, Whitechapel, Middlesex, Manufacturing Chemist, all the personal estate and effects, whatsoever and wheresoever, of him the said Henry Gould Gibson, in possession, reversion, remainder, or expectancy, except leasehold estates, upon certain trusts, for the benefit of all the creditors of the said Henry Gould Gibson, as therein mentioned, and that the said indenture was executed on the day of the date thereof by the said Henry Gould Gibson, the said Frederick Lloyd, and the said John Gould, in the presence of, and attested by Herbert Lloyd, of No. 26, Milk-street, Cheapside, in the city of London, Solicitor.—Dated this 24th day of November, 1859.

**N**OTICE.—James Wheeler, of No. 1, Clare-market, in the county of Middlesex, Draper, by Indenture dated the 8th day of November, 1859, assigned unto Frederick Goodyear, of Saint Paul's Church-yard, in the city of London, Warehouseman, all his stock in trade, goods, debts, personal estate and effects, in trust, for the benefit of the creditors of the said James Wheeler; which said indenture was duly executed by the said James Wheeler, on the day of the date thereof, and by the said Frederick Goodyear, on the 10th day of November, in the presence of, and their respective executions are attested by, William Mardon, Christchurch-chambers, No. 99, Newgate-street, London, Solicitor, at whose office the said deed lies for execution by the said creditors.—Dated this 24th day of November, 1859.

**N**OTICE is hereby given, that by deed, made the 21st day of November, 1859, between James Wildigg, of Newcastle-under-Lyme, in the county of Stafford, Inn-keeper, of the first part; William Chester, of the same place, and of Acton, in the said county, Common Brewer and Farmer, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being severally creditors in their own right, or in co-partnership, or being agents or attorneys of creditors, of the said James Wildigg, of the third part; the said James Wildigg, assigned all his personal estate and effects unto the said William Chester, his executors, administrators and assigns, upon the trusts in the said indenture contained, being for the equal benefit of the creditors of the said James Wildigg. And notice is hereby also given, that the said deed was on the 21st day of November duly executed by the said James Wildigg, and on the 22nd day of November by the said William Chester, in the presence of, and the execution of the same deed by the said James Wildigg and William Chester, was attested by the undersigned Robert Slaney, of Newcastle-under-Lyme, in the county of Stafford, Attorney-at-Law. And notice is hereby further given, that the said deed now lies at the offices of the said Robert Slaney, situate in Newcastle-under-Lyme aforesaid, for execution by the several creditors of the said James Wildigg. And notice is hereby lastly given, that all parties indebted to the said James Wildigg, or who have any of his effects, are required to pay or deliver the same to the said William Chester, and to no other person.—Dated this 22nd day of November, 1859.

ROBT. SLANEY.

**N**OTICE is hereby given, that Edwin Hawker, of the Above Bar-street, in the town of Southampton, Chemist, hath by indenture of Assignment, dated the sixteenth day of November, one thousand eight hundred and fifty-nine, and made between the said Edwin Hawker, of the first part; George Pardey Perkins, of the High-street, in the same town, Upholsterer (trustee for himself and his copartner in trade, and the rest of the creditors of the said Edwin Hawker, parties thereto), of the second part; and the several other persons whose names and seals were thereunto subscribed and set, being respectively creditors of the said Edwin Hawker, of the third part; assigned all his stock in trade, furniture, estate and effects whatsoever, unto the said George Pardey Perkins, his executors, administrators, and assigns, in trust for the benefit of himself and all other the creditors of the said Edwin Hawker as shall execute the same indenture; and that such indenture was executed by the said Edwin Hawker and George Pardey Perkins respectively on the day of the date thereof, in the presence of, and attested by, William Hickman, of the said town of Southampton, Solicitor, and that the same indenture now lies at the offices of the said William Hickman, in Albion-place, in the said town of Southampton, for the execution thereof, by the creditors of the said Edwin Hawker.—Dated the eighteenth day of November, 1859.

**N**OTICE.—John Browett, of No. 10, Melbourne-place, Old Kent-road, in the county of Surrey, Bootmaker, by indenture, dated the 8th day of November, 1859, assigned unto John Slater Marshall, of No. 5, Billiter-street, in the city of London, Wholesale Boot and Shoe Manufacturer, all his stock in trade, goods, debts, personal estate, and effects, in trust for the benefit of the creditors of the said John Browett, which said indenture was duly executed by the said John Browett on the day of the date thereof, and by the said John Slater Marshall on the 17th day of November instant, in the presence of, and the execution thereof, by them, is attested by Thomas Price, of No. 24, Abchurch-lane, London, Solicitor.—Dated this 24th day of November, 1859.

**N**OTICE is hereby given, that Charles Thomas Waights, of Harwich, in the county of Essex, Grocer and Draper, hath by indenture, dated the eleventh day of November, one thousand eight hundred and fifty-nine, made between the said Charles Thomas Waights, of the first part; John Chevallier Cobbold, of Ipswich, in the county of Suffolk, Esquire, Augustus Wheeler, of No. 23, Rood-lane, in the city of London, Provision Merchant, and John



May the younger, of Ipswich aforesaid, Cheese and Butter Merchant, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being respectively creditors of the said Charles Thomas Waights, of the third part; conveyed and assigned all his real and personal estate and effects to the said John Chevallier Cobbold, Augustus Wheeler, and John May the younger, in trust for the equal benefit of all his creditors, as therein mentioned; and that such deed was duly executed by the said Charles Thomas Waights on the day of the date thereof, in the presence of, and attested by, Alfred Cobbold, of Ipswich, in the county of Suffolk, Solicitor, and James Richard Frauk, of Harwich aforesaid, Accountant; and that the said deed was on the same day executed by the said John May the younger, in the presence of, and attested by the said Alfred Cobbold; and that the deed was also, on the fifteenth day of November instant, executed by the said John Chevallier Cobbold, in the presence of, and attested by, the said Alfred Cobbold; and that the said deed was also, on the seventeenth day of November instant, executed by the said Augustus Wheeler, in the presence of, and attested by the said Alfred Cobbold. And notice is hereby further given, that the same indenture is now lying at the offices of Messrs. Alfred and Henry Cobbold and Yarrington, in Ipswich aforesaid, for inspection and signature of the creditors of the said Charles Thomas Waights.—Dated the twenty-fourth day of November, 1859.

Declarations of Dividends under a Commission, dated 22nd May, 1828, against Isaac Robert and Isaac Brightwen, of Coggeshall, Brewers.

NOTICE is hereby given, that a Third and Final Dividend at the rate of 2½d. in the pound on the joint estate of J. R. and J. Brightwen, that the Second and Final Dividend of 4s. 0½d. on the joint estate of J. and R. Brightwen, the Second and Final Dividend of 8d. on the Separate Estate of Isaac Brightwen, Senior, and the First and Final Dividend of 8s. 6d. to the New Proofs on the Separate Estate of Robert Brightwen, are now payable, and the warrants for the same may be received by those legally entitled, at my office, No. 20, Aldermanbury, City, on Wednesday next and three subsequent Wednesdays, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim—November 26, 1859.

CHAS. LEE, Official Assignee.

Declaration of Dividend under a Petition dated 24th November, 1858, against Richard Thomas Fitchett, of No. 6, Hanover-street, Hanover-square, Tailor.

NOTICE is hereby given, that the First Dividend, at the rate of 3s. 11d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 20, Aldermanbury, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 26, 1859.

CHARLES LEE, Official Assignee.

Declaration of Dividend under a Petition dated 22nd January, 1856, against Edward Ellis, of Ludgate-hill, Tavern Keeper.

NOTICE is hereby given, that the Fourth Dividend at the rate of 1s. 1½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 20, Aldermanbury, City, on Wednesday next, and three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 26, 1859.

CHAS. LEE, Official Assignee.

Declaration of Dividend under a Petition dated 3rd January, 1855, against William Hall, of Fordingbridge, Butcher.

NOTICE is hereby given, that the Second and Final Dividend at the rate of 3d. in the pound, is now payable and that warrants for the same may be received by those legally entitled, at my office, No. 20, Aldermanbury, City, on Wednesday next and three subsequent Wednesdays, between the hours of eleven and two of the clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be pro-

duced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will and letters of administration under which they claim.—November 26, 1859.

CHAS. LEE, Official Assignee.

In the Matter of the Petition of Charles Moody, of Derby, in the county of Derby, Builder, Dealer and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Final Dividend of 9d. in the pound, upon application at my office, as under, on Monday the 28th day of November, or on the three following Mondays, between the hours of eleven and three o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,

Middle-pavement, Nottingham.

In the Matter of James Millington and Charles Claye, of the town of Nottingham, Lace Manufacturers, Dealers and Chapman.

HEREBY give notice, that the creditors of the Separate Estate of Charles Claye, who have proved their debts under the above estate, may receive a Final Dividend of 6d. in the pound, upon application at my office, as under, on Monday the 28th day of November, or on the three following Mondays, between the hours of eleven and three of the clock. No dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,

Middle Pavement, Nottingham.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 30th day of August, 1859, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, against Samuel Johnson, of Burslem, in the county of Stafford, Draper, under which he has been declared bankrupt; notice is hereby given, that George Williams Sanders, Esq., the Commissioner of the said Court, has by an order, bearing date the 31st day of October, 1859, annulled the adjudication made against the said bankrupt.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 28th day of May, 1859, filed in Her Majesty's Court of Bankruptcy for the Birmingham district, against George Corbett, of Shotteswell, in the county of Warwick, Cattle Salesman, Dealer and Chapman, under which he has been declared bankrupt; notice is hereby given that George William Sanders, Esq., the Commissioner of the said Court, has, by an order, bearing date the 14th day of November, 1859, annulled the adjudication made against the said bankrupt.

In Bankruptcy.

In the Matter of the Joint Stock Companies Acts, 1856 and 1857, and in the Matter of the European and American Steam Shipping Company, Limited (Winding up).

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for winding up in Bankruptcy, filed on the 22nd day of March, 1859, by Money Wigram, Charles Hampden Wigram, Clifford Wigram, and Robert Wigram, all of Blackwall-yard, Blackwall, in the county of Middlesex, Shipbuilders and Copartners, trading under the style or firm of Money Wigram and Sons, creditors and contributories of the above-named Company, will sit on Tuesday, the 20th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Official Liquidator of the estate and effects of the said European and American Steam Shipping Company, Limited, under the said Petition.

In Bankruptcy.

In the Matter of the Joint Stock Companies Acts, 1856 and 1857, and in the Matter of the European and American Steam Shipping Company, Limited (Winding up).

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for winding up in Bankruptcy, filed on the 22nd day of March, 1859, by Money Wigram, Charles Hampden Wigram, Clifford Wigram, and Robert Wigram, all of Blackwall-yard, Blackwall, in the county of Middlesex, Shipbuilders and Copartners, trading under the style or firm of Money Wigram and Sons, creditors and contributories of the above-named Company, will sit on Wednesday, the 21st day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, in order to make a Dividend of the estate and effects of the said European and American Steam Shipping Company, Limited, under the said Petition;

when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

The 28th day of November, 1859.

In the Matter of the Joint Stock Companies Acts, 1856 and 1857, and in the Matter of the Seamless Leather Company (Limited).

**B**y direction of John Samuel Martin Fonblanque, Esq., the Commissioner to whose Court this matter is attached, notice is hereby given that the said Commissioner hath appointed Tuesday, the 13th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, to settle the list of contributories of the said Company, and to make a call; and after such list shall have been settled no party affected thereby will be allowed to dispute the same without leave of the said Court of Bankruptcy first obtained.

**W**HEREAS a Petition for adjudication of Bankruptcy was, on the 21st day of November, 1859, filed against Samuel Welldon, of Manea, in the county of Cambridge, Machinist, and a Buyer and Letter-out to Hire of Thrashing Machines, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 10th day of December next, and on the 10th day of January following, at twelve of the clock at noon precisely, on each of the said days, at the Court of Bankruptcy, in Basinghall-street in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Lee, No. 20, Aldermanbury, London, the Official Assignee in the matter of this bankruptcy, and give notice to Messrs. Deacon and Taylor, Solicitors, No. 62, Chancery-lane, London, and at Peterborough.

**W**HEREAS a Petition for adjudication of Bankruptcy was, on the 28th day of November, 1859, filed against John Ronald Lyon, of Chesterton-lane, Cambridge, in the county of Cambridge, Brewer and Malster, Dealer and Chapman, and he having been declared bankrupt, is hereby required to surrender himself to Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 12th day of December next, at twelve o'clock at noon precisely, and on the 9th of January following, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have of his effects, are not to pay or deliver the same but to Mr. Pennell, No. 3, Guildhall-chambers, Basinghall-street, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. W. R. Preston, Solicitor, No. 15, Broad-street-buildings, London.

**W**HEREAS a Petition for adjudication of Bankruptcy was, on the 15th day of November, 1859, filed against Henry Johnson, of No. 2, Spencer-road, Stoke Newington-green, and of Saint James's-walk, Clerkenwell-close, both in the county of Middlesex, Builder, House Decorator, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 8th day of December next, at half past one of the clock in the afternoon precisely, and on the 6th day of January following, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, Moorgate-street, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Godden, Solicitor, No. 1, Clement's-lane.

**W**HEREAS a Petition for adjudication of Bankruptcy, bearing date the 26th day of November, 1859, hath been filed against Abraham Cross, of Westbromwich, in the county of Stafford, Ironfounder, and he being declared bankrupt, is hereby required to surrender himself to George Williams Sanders, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bank-

ruptcy, at Birmingham, on the 9th day of December next, and on the 12th day of January following, at eleven o'clock in the forenoon, on each day, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt, is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Frederick Whitmore, No. 19, Upper Temple-street, Birmingham, the Official Assignee whom the Commissioner has appointed, and give notice to Messrs. James and Knight Solicitors, Birmingham, or to Mr. Edward Caddick, Solicitor, Westbromwich.

**W**HEREAS a Petition for adjudication of Bankruptcy, bearing date the 26th day of November, 1859, hath been filed against William Dugard the younger, of Birmingham, in the county of Warwick, Coach and Harness Furniture Maker, and he being declared bankrupt, is hereby required to surrender himself to George Williams Sanders, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at Birmingham, on the 17th day of December next, and on the 13th day of January following, at eleven of the clock in the forenoon, on each of the said days, and make a full discovery and disclosure of his estate and effects, when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. George Kinnear, No. 37, Waterloo-street, Birmingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Hodgson and Allen, Solicitors, Birmingham.

**W**HEREAS a Petition for adjudication of Bankruptcy, bearing date the 26th day of November, 1859, hath been filed by John Cartwright, of Dunston, in the county of Lincoln, Corn Merchant, and he being declared bankrupt, is hereby required to surrender himself to George Williams Sanders, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at the Shirehall, Nottingham, on the 13th day of December next, and on the 5th day of January following, at half-past eleven of the clock in the forenoon, on each of the said days, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. John Harris, Middle Pavement, Nottingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Brown and Sou, Solicitors, Lincoln.

**W**HEREAS a Petition for adjudication of Bankruptcy was filed on the 19th day of November, 1859, in Her Majesty's District Court of Bankruptcy, at Manchester, against James Lomax, of Deansgate, Bolton, in the county of Lancaster, Tailor and Woollen Draper, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to one of Her Majesty's Commissioners of the Manchester District Court of Bankruptcy, on the 14th of December next, and on the 17th day of January following, at twelve o'clock at noon, on each of the said days, at the Manchester, District Court of Bankruptcy, in Manchester, Lancashire, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. James Stansall Poir, No. 76, George-street, Manchester, the Official Assignee, whom the Commissioner has appointed to receive the same, and give notice to Messrs. Richardson, Hinnell, and Richardson, Solicitors, Bolton and Manchester.

**J**OHAN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 9th day of June, 1858, against James Weir, of No. 27, Albert-square, Commercial-road East, in the county of Middlesex, Merchant and Commission Agent, will sit on the 9th of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to receive Proof of a Debt against the estate and effects of the said bankrupt, under the said Petition.

**J**OHAN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed

the 13th day of June, 1859, by Robert Parker, of No. 155, Tooley-street, in the county of Surrey, Wheelwright, will sit on the 9th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, by adjournment from the 9th day of November instant, in order to take the Last Examination of the said bankrupt; when and where he is required to surrender himself, and make a full discovery and disclosure of his estate and effects, and finish his examination; and the creditors, who have not already proved their debts, are to come prepared to prove the same.

**EDWARD GOULBURN**, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 10th day of September, 1859, against David Galer, of Woolwich, in the county of Kent, Grocer, Tea Dealer, Provision Dealer and Chapman, will sit on the 12th day of December next, at half past eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**MATTHEW DAVENPORT HILL**, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 10th day of September, 1859, against Edward Williams, of Aberdare, in the county of Glamorgan, Hay and Corn Merchant, will sit on the 22nd day of December next, at eleven o'clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Fiat in Bankruptcy, dated the 23rd day of November, 1847 against Christopher Samuel Flood and Harry Buckland Lott, both of Honiton, in the county of Devon, Bankers and Copartners, will sit on the 21st day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, for the Exeter District, in Queen-street, in the city of Exeter, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Fiat, pursuant to the Acts of Parliament made and now in force relating to bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same.

**JOSHUA EVANS**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 11th day of June, 1855, against William Strahan, Sir John Dean Paul, Bart., and Robert Makin Bates, carrying on business in copartnership at No. 217, Strand, in the county of Middlesex, as Bankers, Dealers and Chapman, also carrying on business as Navy Agents, at No. 41, Norfolk-street, Strand aforesaid, under the style of Halford and Company, will sit on the 22nd day of December next, at half past one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the joint estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**JOSHUA EVANS**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 11th day of June, 1855, against William Strahan, Sir John Dean Paul, Bart., and Robert Makin Bates, carrying on business in copartnership at No. 217, Strand, in the county of Middlesex, as Bankers, Dealers, and Chapman, also carrying on business as Navy Agents, at No. 41, Norfolk-street, Strand aforesaid, under the style of Halford and Company, will sit on the 22nd day of December next, at half past one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the separate estate and effects of William Strahan, one of the said bankrupts; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**JOSHUA EVANS**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 19th day of September, 1859, against Henry Williams Teesdale, of Peterborough, in the county of Northampton, Licensed Victualler, will sit on the 22nd of December next, at eleven

o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**JOHN SAMUEL MARTIN FONBLANQUE**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 6th day of July, 1859, by Charles Flint, of Great Marlow, in the county of Bucks, Embroiderer, Dealer and Chapman, will sit on the 21st of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**GEORGE WILLIAMS SANDERS**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 7th day of November, 1853, filed against James Windeyer Lewty, of Wilden, in the county of Worcester, William Henry Partridge, of Birmingham, in the county of Warwick, and Edmund Lewty, of Stourport, in the said county of Worcester, carrying on business at Wilden aforesaid, as Iron and Tin Plate Workers, Dealers and Chapman, under the style or firm of the Wilden Iron and Tin Plate Company, will sit on the 22nd day of December next, at eleven of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the separate estate and effects of Edmund Lewty, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**GEORGE WILLIAMS SANDERS**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 22nd day of February, 1859, filed by John Hill the younger, of Lenton, in the county of Nottingham, Lace Manufacturer, Dealer and Chapman, will sit on the 5th day of January next, at half past eleven of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Nottingham, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**HENRY JAMES PERRY**, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of August, 1857, against John Longton, of Liverpool, in the county of Lancaster, Ship Broker, Ship Owner, Dealer and Chapman, will sit on the 22nd day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend.

**HENRY JAMES PERRY**, Esq., Her Majesty's Commissioner authorized to act under a Fiat in Bankruptcy, dated the 2nd day of March, 1848, against John Carter, of Liverpool, in the county of Lancaster, Merchant, Dealer and Chapman, will sit on the 22nd day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend.

**WILLIAM SCROPE AYRTON**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 27th day of May, 1859, presented and filed against Thomas Heaps, of Macclesfield, in the county of Chester, Silk Throwster, Dealer and Chapman, will sit on the 22nd December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, Manchester, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the Dividend. And all claims not then proved will be disallowed.

**WILLIAM THOMAS JEMMETT**, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of September, 1859, against John Chapman Green, of the Rainbow Hotel, Manchester, in the county of Lancaster, Hotel Keeper, Wine and Spirit Merchant, Dealer and Chapman, will sit on the 21st day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, to make a First Dividend of the estate and effects of the said bankrupts; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**WILLIAM SCROPE AYRTON**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 26th day of April, 1859, presented and filed against Henry Sherwood, of Esholt, in the county of York, Cloth Manufacturer, Dealer and Chapman, will sit on the 19th of December next, at eleven in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**WILLIAM SCROPE AYRTON**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 26th day of March, 1858, presented and filed against Joshua Hanson and James Hanson, of Huddersfield, in the county of York, Woollen Spinners and Copartners, will sit on the 19th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in the Commercial-buildings, Leeds, in order to make a Dividend of the separate estate and effects of James Hanson, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**WILLIAM SCROPE AYRTON**, Esq., one of Her Majesty's Commissioners, authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 1st of July, 1859, presented and filed against John Rimmington and Samuel Rimmington, of the borough of Kingston-upon-Hull, Tea Dealers, will sit on the 21st December next, at twelve at noon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors who have not already proved their debts, are to come prepared to prove the same or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**WILLIAM SCROPE AYRTON**, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 31st day of March, 1859, presented and filed against William Trevethick, of the city of Lincoln, Timber Merchant, will sit on the 21st of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of October, 1859, by George Hearn, of Truro, in the county of Cornwall, Grocer, Bookseller, and General Dealer, will sit on the 22nd day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 13th day of September, 1859, against Samuel Trevethan Bennet, of Padstow, in the county of Cornwall, Ship Builder, will sit

on the 22nd day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 23rd day of August, 1859, by William Gubb, of Fore-street, in the town and parish of Topsham, in the county of Devon, Ironmonger, Leather Cutter, and General Broker, will sit on the 22nd day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 30th day of May, 1859, against John James, of Saint Just, in the county of Cornwall, Seedsman, and Grocer, General Dealer and Chapman, will sit on the 22nd day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 7th day of August, 1854, against George Hingston, of Lyme Regis, in the county of Dorset, Scrivener, Dealer and Chapman, will sit on the 20th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 16th day of September, 1858, against John Elworthy, of Crediton, in the county of Devon, Dealer in Coal, Lime, and Manures, will sit on the 20th day of December next, at twelve at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of June, 1859, against Henry John Pyne, of Exmouth, in the county of Devon, Coal Dealer, will sit on the 22nd day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS**, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 19th day of August, 1859, against Clement Harwood, of the parish of Halberton, in the county of Devon, Carpenter and Agricultural Machine Maker, will sit on the 20th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-

street, in the city of Exeter, in the county of Devon in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS, Esq.**, Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 13th of October, 1855, against William Ball and Thomas Ball, of Totnes, in the county of Devon, Millers, will sit on the 20th December next, at twelve at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupts, when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS, Esq.**, Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 15th day of June, 1858, against John Stokes Hutchings, of Dorchester, in the county of Dorset, Coach Builder, Dealer and Chapman, will sit on the 20th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS, Esq.**, Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of December, 1855, by Frederick William Emerson, of Trereife Chemical Works, near Penzance, in the county of Cornwall, and of Carrock Mines, near Penrith, in the county of Cumberland, but now, and for six months last past and upwards, residing and carrying on his principal business at Trereife Chemical Works aforesaid, Manufacturing Chemist, Dealer and Chapman, will sit on the 20th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS, Esq.**, Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Fiat in Bankruptcy, bearing date the 12th day of February, 1849, awarded and issued forth against Francis Paynter, of Penzance, in the county of Cornwall, Attorney and Money Scrivener, Dealer and Chapman, will sit on the 20th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**BIGGS ANDREWS, Esq.**, Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Fiat in Bankruptcy, dated the 23rd day of November, 1847, against Christopher Samuel Flood and Harry Buckland Lott, both of Honiton, in the county of Devon, Bankers and Copartners, will sit on the 22nd day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication in Bankruptcy, filed on the 12th day of July, 1859, against Thomas Isaac James Sloper, of No. 28, Church-street West, in the parish of Saint Marylebone, in the county of Middlesex, Oilman and Tea Dealer, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be

held before John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 21st day of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th day of September, 1859, and now in prosecution against James Bolitho Goggin and Richard Veale, both of No. 130, London Wall, in the city of London, Manife Manufacturers and Copartners in Trade, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of September, 1859, and now in prosecution against André Fresco, of No. 503, Oxford-street, in the parish of Saint George's, Bloomsbury, in the county of Middlesex, Dentist, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 22nd day of December next, at half past twelve o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein at the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 13th day of October, 1859, and now in prosecution against Ernest Charles Jones, of Cambridge-place, Victoria-road, Kensington, in the county of Middlesex, Printer and Publisher, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 22nd day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the



allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 13th day of October, 1859, and now in prosecution against Reuben Amiss, of No. 65, Conduit-street, Regent-street, in the county of Middlesex, Tailor, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 22nd of December next, at half-past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above-mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed against Edward Williams, of Aberdare, in the county of Glamorgan, Hay and Corn Merchant, and bearing date the 10th day of September, 1859, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Matthew Davenport Hill, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, at Bristol, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

**WHEREAS** the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed against Richard Morrison, of the city of Carlisle, in the county of Cumberland, Guano Dealer and Dealer in Cattle Food, has appointed a public sitting under such Petition, to be held before Nathaniel Ellison, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, on the 22nd day of December next, at half-past eleven in the forenoon precisely, at the said District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, for the allowance of the Certificate of the said bankrupt's conformity to the laws in force at the time of filing such Petition according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, called "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given to the Registrar of the Court three clear days' notice in writing of their intention to oppose, may be heard against the allowance of such Certificate.

**HENRY JAMES PERRY, Esq., Her Majesty's Commissioner** authorised to act under a Petition for adjudication of Bankruptcy, filed on the 1st day of October, 1859, against David Alexander Inglis, of Liverpool, in the county of Lancaster, Commission Agent, Ale and Porter Merchant will, pursuant to "The Bankrupt Law Consolidation Act, 1849," sit on the 20th day of December next, at eleven of the clock in the forenoon precisely, at the Liverpool District Court of Bankruptcy, in Liverpool, for the allowance of a Certificate of conformity to the said bankrupt, under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such Certificate pursuant to the Statute in such case made and provided.

**THIS** is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th day of September, 1855, against Henry Houghton, of No. 48, Friday-street, in the city of London, and also of No. 14, Watling-street, in the said city, Merchant, did, on the 10th day of December, 1856, suspend the granting of a Certificate of conformity to the said Henry Houghton for six months from that date, and such period of suspension having elapsed, the said Court did, on the 22nd day of November, 1859, allow the said Henry Houghton a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

**THIS** is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 22nd day of January, 1859, against George Collen, of Stowmarket, in the county of Suffolk, Plumber, Glazier, and Corn Merchant, did, on the 18th day of November, 1859, allow the said George Collen a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

In the County Court of Derbyshire, holden at Glossop. In the Matter of Abraham Ashton, late of Chisworth, in the parish of Glossop, in the county of Derby, an Insolvent Debtor.

**A** DIVIDEND of 10s. in the pound is payable to the creditors of the above insolvent, and may be received at my office, in High-street, Glossop, any day after the 21st November, 1859, between the hours of ten and four.  
JOHN BROOKS, Registrar.

**WHEREAS** a Petition of Charles Fuller, of No. 29, Osnaburgh-street, Regent's Park, in the county of Middlesex, out of business, late of Ramsey, in the county of Huntingdon, having a place of business at Parson Drove in the county of Cambridge, formerly of Alconbury Weston, in the county of Huntingdon, carrying on the trade of a Veterinary Surgeon, an insolvent debtor, having been filed in the County Court of Huntingdonshire, at Huntingdon, and an interim order for protection from process having been given to the said Charles Fuller, under the provisions of the Statutes in that case made and provided, the said Charles Fuller is hereby required to appear before the said Court, on the 21st day of December next, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Charles Fuller, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Margetts, Registrar of the said Court, at his office, at Huntingdon, the Official Assignee of the estate and effects of the said insolvent.

**WHEREAS** a Petition of James Roger Havard, formerly of Bailey-street, Brynmawr, in the county of Brecon, Rail Inspector, then of Orchard-street, Brynmawr aforesaid, Rail Inspector, and now and for upwards of two years and half last past of Orchard-street, Brynmawr aforesaid, Rail Inspector and Commission Agent, an insolvent debtor, having been filed in the County Court of Monmouthshire, at Tredegar, and an interim order for protection from process having been given to the said James Roger Havard, under the provisions of the Statutes in that case made and provided, the said James Roger Havard is hereby required to appear before the said Court, on the 14th day of December next, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Roger Havard, or that have any of his effects, are not to pay or deliver the same but to Mr. Horace Shepard, the Registrar of the said Court, at his office, at Tredegar, the Official Assignee of the estate and effects of the said insolvent.

**WHEREAS** a Petition of Richard Mitchelmore, of Mill Pond Timber-yard, Dartmouth, in the parish of Townstal, in the county of Devon, Timber Dealer and Sawyer, an insolvent debtor, having been filed in the County Court of Devonshire, at Totnes, and an interim order for protection from process having been given to the said Richard Mitchelmore, under the provisions of the Statutes in that case made and provided, the said Richard Mitchelmore is hereby required to appear before the said Court, on the 8th day of December next, at eleven o'clock in the forenoon precisely, for his first examination touch-



ing his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Richard Mitchellmore, or that have any of his effects, are not to pay or deliver the same but to Mr. Theodore Bryett, Registrar of the said Court, at his office, at Toynes, the Official Assignee of the estate and effects of the said insolvent.

**WHEREAS** a Petition of Thomas Agar Johnson, of No. 75, East Bond-street, in the borough of Leicester, in the county of Leicester, Assistant Grocer, formerly of No. 6, Haymarket, in the borough of Leicester aforesaid, Grocer and Tea Dealer, previously of No. 351, Pershore-road, Birmingham, in the county of Warwick, Grocer and Tea Dealer, and Provision Merchant, an insolvent debtor, having been filed in the County Court of Leicestershire, at Leicester, and an interim order for protection from process having been given to the said Thomas Agar Johnson, under the provisions of the Statutes in that case made and provided, the said Thomas Agar Johnson is hereby required to appear before the said Court, on the 21st day of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Agar Johnson, or that have any of his effects, are not to pay or deliver the same but to Mr. John Loseby, Registrar of the said Court, at his office, at Leicester the Official Assignee of the estate and effects of the said insolvent.

**WHEREAS** a Petition of Charles Girling, of Abingdon, in the county of Berks, Cordwainer, an insolvent debtor, having been filed in the County Court of Berkshire, at Abingdon, and an interim order for protection from process having been given to the said Charles Girling, under the provisions of the Statutes in that case made and provided, the said Charles Girling is hereby required to appear before the said Court, on the 23rd December next, at one in the afternoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Charles Girling, or that have any of his effects, are not to pay or deliver the same but to Mr. J. B. Sedgfield, Registrar of the said Court, at Abingdon, the Official Assignee of the estate and effects of the said insolvent.

**WHEREAS** a Petition of John Thomas, now and for the last five years and upwards residing at No. 11, Llangafelach-street, in the borough of Swansea, in the county of Glamorgan, Shoemaker and Grocer, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Swansea, and an interim order for protection from process having been given to the said John Thomas, under the provisions of the Statutes in that case made and provided, the said John Thomas is hereby required to appear before the said Court, on the 13th day of December next, at eleven of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Thomas, or that have any of his effects, are not to pay or deliver the same but to Mr. Lewis Morris, Registrar of the said Court, at his office, at Fisher-street, Swansea, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of George Edmonds, of Curry Rivell, an Insolvent Debtor.

**NOTICE** is hereby given, that the County Court of Somersetshire, at Langport, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 14th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Henry Butterworth, at present and for two years now last residing at the Top o'th' Lee, Shawclough, in parish of Rochdale, and county of Lancaster, and during the whole or some part of the above-mentioned period following the trade of a Warper and a Manufacturer of Washing Powder, an Insolvent Debtor.

**NOTICE** is hereby given, that the County Court of Lancashire, at Rochdale, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 14th day of December next, at twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

No. 22330.

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In the Matter of the Petition of Richard Pilling, at present and for four months last past residing at Oakenrod, near Rochdale, in the county of Lancaster, Loom Jobber, and for twelve months previously thereto residing at Shawforth, in the township of Spotland, in the parish of Rochdale aforesaid, Loom Jobber, and for three years previously thereto residing at Greensnook, near Bacup, in the parish of Rochdale aforesaid, Loom Jobber, and for twelve months previously thereto residing at South-lane, in Rochdale aforesaid, Loom Jobber, and for twelve months previously thereto residing at Underbank, near Bacup aforesaid, Loom Jobber and Beer Retailer, and for four years previously thereto residing at, and following the occupation of a Loom Jobber at, Waterside, near Bacup aforesaid, an Insolvent Debtor.

**NOTICE** is hereby given, that the County Court of Lancashire, at Rochdale, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 14th day of December next, at twelve o'clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Thomas Roberts, now and for upwards of six calendar months last past of the Lamb and Flag in the Llangafelach-road, in the town and franchise of Swansea, in the county of Glamorgan, Licensed Victualler, Joiner, Builder, and Millwright, and previously residing at the same place, Licensed Victualler, Joiner, Builder, Haulier, Grocer, and Shopkeeper, and part Proprietor of a certain Colliery, called Llywynhernyn Colliery, in the parish of Llanusillet, in the same county, in partnership with one John Jenkins, and trading under the name or style of Jenkins and Roberts.

**NOTICE** is hereby given, that Thomas Falconer, Esq., Judge of the County Court of Glamorganshire, at Swansea, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 13th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Hugh Richmond, now and for about two months last past living in lodgings or apartments at No. 42, Garden-street, in the town of Swansea, in the county of Glamorgan, out of business, before then living for nearly two years in lodgings or apartments at the same place, Travelling Draper, and before then of No. 21, Rutland-street aforesaid, Travelling Draper.

**NOTICE** is hereby given, that Thomas Falconer, Esq., Judge of the County Court of Glamorganshire, at Swansea, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 13th day of December instant, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

**NOTICE** is hereby given, that the County Court of Bedfordshire, at Bedford, authorized to act under a Petition of Insolvency presented by John Smith, an insolvent debtor, will sit on the 14th day of December next, at eleven of the clock in the forenoon, at the County Court, at Bedford, in order to Audit the Accounts of the Assignees of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents.

**NOTICE** is hereby given, that the County Court of Bedfordshire, at Bedford, authorized to act under a Petition of Insolvency presented by John Mantel, an insolvent debtor, will sit on the 14th day of December next, at eleven o'clock in the forenoon, at the County Court, at Bedford, in order to Audit the Accounts of the Assignees of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents.

**NOTICE** is hereby given, that the County Court of Pembrokeshire, at Haverfordwest, authorized to act under a Petition of Insolvency, bearing date the 23rd day of March, 1858, presented by William Blethyn Ellis (sued as and generally called William Ellis), of Merlia's Bridge, in the parish of Harroldstone Saint I-sells, in the county of Pembroke, out of business, will sit on the 14th day of December next, at twelve o'clock at noon, at the Shirehall, Haverfordwest, to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents.

**NOTICE** is hereby given, that the County Court of Leicestershire, at Melfon Mowbray, authorized to act under a Petition of Insolvency presented by Thomas Steel, of the township or chapelry of Holwell, in the parish of Abkettleby, in the county of Leicester, Carpenter, Joiner,

Painter and Glazier, will sit on the 14th day of December next, at twelve of the clock at noon, at the Court-house, in Melton Mowbray, to Audit the Accounts of the Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ORDER by the Lords of Council and Session,  
in pursuance of the Bankruptcy Statute.

*Edinburgh 12th November, 1859.*

THE Lords of Council and Session, having received the second annual report of the Accountant in Bankruptcy in Scotland, which, as required by the Statute, shows, as at the close of October, 1858, the state of each sequestration in Scotland returned to the Accountant in pursuance of the Statute, do hereby direct that the said report shall be published by being made patent to all concerned, at the office of the Accountant, presently in No. 32, St. Andrew-square, Edinburgh, for one year from this date, and shall, after expiry of that period, be transmitted to the Deputy Keeper of the Records.

And the Lords direct this order to be published by the Accountant in the Edinburgh and London Gazettes, and in one of the advertising newspapers of Edinburgh, London, and Dublin.

And the Lords direct this order to be engrossed in the books of Sederunt.

(Signed) *Dun. M'Neil, I.P.D.*

Published in obedience to the above direction by

*George A. Esson.*

Accountant in Bankruptcy in Scotland.

Edinburgh, 32, St. Andrew-square,  
25th November, 1859.

THE estates of George Smith, Hotel Keeper and Salmon Fisher, residing in Aberdeen, were sequestrated on the 23rd day of November, 1859, by the Sheriff-Substitute of Aberdeenshire.

The first deliverance is dated the 23rd day of November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Saturday, the 3rd day of December next (1859), within the Royal Hotel, Aberdeen.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd March, 1860.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM SPEID,  
Advocate, Aberdeen, Agent.

THE estates of Thomas Coupar, Ship Master and Ship Owner, residing at No. 6, Pollock-street, near Glasgow, in the county of Renfrew, were sequestrated on the 24th day of November, 1859, by the Court of Session.

The first deliverance is dated the 24th day of November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Thursday 1st December, 1859, within the Rose and Thistle Hotel, County-place, Paisley.

The Sequestration has been remitted to the Sheriff of the county of Renfrew.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and

grounds of debt must be lodged on or before the 24th day of March, 1860.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt, until the meeting of the creditors for the election of trustee, has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLM. MACKERSY, W.S.,  
24, London-street, Edinburgh, Agent.

THE estates of James Bett Thomson, Master Mariner, residing in Glasgow, were sequestrated on the 23rd day of November, 1859, by the Sheriff of the county of Lanark.

The first deliverance is dated the 23rd day of November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock on Tuesday, the 6th day of December, 1859, within the Faculty of Procurator's Hall, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd day of March, 1860.

All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MONCRIEFF, PATERSON, FORBES, & BARR,  
45, West George-street, Glasgow, Agents.

THE estates of John Nicolson, Baker, in Kirkwall, were sequestrated on the 21st day of November, 1859, by the Sheriff-Substitute of Orkney.

The first deliverance is dated 21st November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Wednesday, the 7th day of December, next, within the Town-hall of Kirkwall.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1860.

A Warrant of Protection has been granted to the Bankrupt against Arrest or Imprisonment for Civil Debt, until the meeting of creditors for the election of a Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

P. S. HEDDLE, Writer, Kirkwall,  
Agent.

## COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the End.

The following PERSONS, who, on their several Petitions filed in the Court, have obtained Interim Orders for protection from process, are required to appear in Court as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be examined and dealt with according to the Statute :

On Wednesday the 14th December, 1859, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

William Joseph Waring, lodging at No. 300, Marylebone-road, Journeyman Glass Cutter and Glass Dealer's Traveller, previously of No. 94, Grand Junction Terrace, Paddington, Glass Dealer, and letting unfurnished lodgings, before then of No. 65, Charlotte-street, Marylebone, Journeyman Glass Cutter, and letting unfurnished lodgings, before then of No. 35, Strutton-ground, Westminster, Journeyman Glass Cutter, before then of No. 20, London-street, Fitzroy-square, same business, and formerly of No. 296, Oxford street, all in Middlesex, Glass Dealer, in copartnership with Alfred Hely, carrying on business under the style of the Cosmopolitan Glass Company, Hely and Waring, Managers.

James Jenkins, of No. 1, Pleasant-place, Woodland-street, Trafalgar-road, East Greenwich, Kent, formerly having stables in Trafalgar-road aforesaid, and now having stables and a shed in Mill-street, Greenwich, formerly Cowkeeper, Milkman, Dairyman, and occasionally dealing in Cattle, now only a Milkman : his wife a Laundress.

John Hutchinson, formerly of Little Waltham, Essex, then of No. 88, Chancery-lane, renting a stable for a short time, in Brean's-buildings, Chancery-lane, then of No. 38, Hart-street, Bloomsbury, for part of the time renting

No 88, Chancery-lane, then of No. 435, Oxford-street, all in Middlesex, then of Portland-terrace, Portland-place, North, Clapham-road, Surrey, then of No. 26, Clapham-road Place, Clapham-road aforesaid, having an office at No. 15, Southampton-buildings, Holborn, Middlesex, and next and now of No. 39, Clapham-road Place aforesaid, still renting the office at No. 15, Southampton-buildings, during the whole time Surgeon and Apothecary, and while of No. 88, Chancery-lane, No. 38, Hart-street, Bloomsbury, and No. 39, Clapham-road Place, Lodging-house Keeper.

William Galt, formerly of No. 20, Sandford-street, Cheltenham, Gloucestershire, next of No. 20, Wells-street, Camberwell, Surrey, next of No. 16, Royal-street, Kennington, Surrey, next of No. 49, Brewer-street, Woolwich, next of No. 17, Crescent-road, Plumstead, both in Kent, and next and now of No. 17, Charles-street, Woolwich aforesaid, Working Upholsterer.

On Wednesday the 14th December, 1859, at half past Ten o'Clock, before Mr. Commissioner Murphy.

Charles Stoneham Lindegren, of No. 26, and previously of No. 88, Park-street, Camden-town, Middlesex, Cheesemonger's Shopman, and formerly of No. 98, Douglas-street, Deptford, Kent, Grocer and Cheesemonger.

John Eldridge, of Nos. 14 and 15, Straightsmouth, Greenwich, Kent, Cowkeeper.

William Rea, formerly of No. 3, Gloucester-place, Banner-street, Bunhill-row, St. Luke's, having a place of business at No. 2, Moor-lane, city, and next and now of No. 1, Shaftesbury-street, Hoxton, Middlesex, for part of the time carrying on business at No. 2, Moor-lane, and afterwards at No. 42A, Milton-street, both in the city of London, Packing-case Maker.

Firmin Louis Joseph Levasseur, known and sued as Firmin Levasseur, formerly of No. 2, Frith-street, Soho, then of No. 44, Frith-street, then of No. 2, Frith-street, Watchmaker, part of the time Manager to a dealer in French Clocks and Bronzes, and part of the time Manager to a dealer in Clocks and Bronzes, part of the time in partnership with John Goubert, as I. Goubert and Company, as a Nurseryman, at Kilburn-gate Nursery, Kilburn, Middlesex, and occasionally while at No. 2, Frith-street aforesaid, also residing at the said nursery.

Lewis Henry Thomas Wakely, carrying on the business of a Grocer and Oilman at No. 4, Surrey-place, Wandsworth-road, Surrey, and residing at No. 2, Marshall's-cottages, First Cross-road, Twickenham, Middlesex, and now lodging at No. 73, Hill-street, Walworth, Surrey, and for part of the time, and still Clerk to Peter Francis Maire, of No. 14, Mark-lane, City, Wine Merchant.

Samuel Cowne, formerly of Hayes, Middlesex, then of Jersey, then of Adlestane, then of Albert Villa, Battersea, both in Surrey, then of Albert Villa, Hounslow, Middlesex, at all the above places assuming, and known by, the family name of Samuel Tudor Velthorpe, and following no occupation, and then and late of No. 33, Addison-road North, Notting-hill, Middlesex, Surgeon, and lately a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London.

Thomas Puddicombe, of No. 153, Waterloo-road, Surrey, Newspaper Agent, Bookseller, Stationer, Tobacconist, and Photographic Artist.

James George Horton (commonly known as James Horton only), formerly of No. 29, Polygon-street, Clarendon-square, Somer's Town, then of No. 8, Brewerton-street, Caledonian-road, King's Cross, then of Grove-cottages, Holloway, then of No. 10, St. Peter's-square, Hammer-smith, then of Gresswell-cottage, Staines-road, Hounslow, afterwards of No. 13, Milman-street, Great James-street, Bedford-row, then of No. 10, Sidmouth-street, Gray's Inn-road, and then and now of No. 1, Dame-street, Britannia Fields, Islington, all in Middlesex, Organist, Teacher of Music, and Organ Tuner, and occasionally selling Organs on Commission.

**N.B.—1.** Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person, or by Counsel appearing for him.

**2.** The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

**3.** Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee being the Provisional Assignee of the Court, at the said Court and to no other person.

### COURT FOR RELIEF OF INSOLVENT DEBTORS.

The 26th day of November, 1859.

ASSIGNEES have been appointed in the following Cases. Further Particulars may be learned at the Office, in Portugal-Street, Lincoln's-Inn-Fields, on giving the number of the Case.

Frederick Louis Lazarus, late of No. 50, Berners-street, Oxford-street, Middlesex, Dentist and Shipper of Merchandise, Insolvent, No. 68,939 T.; James Alexander McCallum, Assignee.

Lemuel Braithwaite, late of No. 22½, Castle-gate, York, and also of Wakefield, York, Jeweller, Insolvent, No. 89,891 C.; James Hammon the elder, Assignee.

James Grayson, late of No. 25, Devonshire-street, Queens-square, Middlesex, and of No. 180, Fleet-street, London, Attorney, Insolvent, No. 68,904 T.; Benjamin Clements, Assignee.

Thomas Preston, late of No. 91, High-street, Nova Scotia, Blackburn, Lancaster, out of business, Insolvent, No. 89,939 C.; James Houlker, Assignee.

Joseph Armstrong, late of No. 10, Neville-street, Kingston-upon-Hull, out of business, Insolvent, No. 89,196 C.; John Rutherford and James Rogers, Assignees.

### COURT FOR RELIEF OF INSOLVENT DEBTORS.

The 26th day of November, 1859.

ORDERS have been made, vesting in the Provisional Assignee the Estates and Effects of the following Persons:

On their own Petitions.

William Sowerby, late of No. 6, Derwent-place, Spa-road, Bermondsey, Surrey, out of employ, occasionally acting as Shipping Agent.—In the Debtors' Prison for London and Middlesex.

George Frederick Taylor, late of West Church-street, Kensington, Middlesex, Plumber, Painter, and Glazier.—In the Debtors' Prison for London and Middlesex.

Joseph Mederaft, late of No. 1, East-street, Finsbury Market, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

William Wagstaff, late of No. 24, Saint Chad's-row, Gray's-inn-road, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

William Thomas Ashwin, late of No. 4, Brickly-row, Rotherhithe, Surrey, Chemist and Druggist.—In the Gaol of Surrey.

James Ireland, late of No. 5, Royal-terrace, Royal-road, Kennington-park, Surrey, Commission Agent.—In the Gaol of Surrey.

William Batt Haydon, late of No. 11, Saint Ann's-road, North Brixton, Surrey, Chimney Sweeper.—In the Gaol of Surrey.

Robert Akers, late of No. 109, Crawford-street, Marylebone, Middlesex, Glazier and Glass Merchant.—In the Debtors' Prison for London and Middlesex.

Charles Stocker, late of High-street, Old Brentford, Middlesex, Journeyman Barge Builder.—In the Debtors' Prison for London and Middlesex.

William Edward Foster, late of No. 19, White Hart-street, Drury-lane, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

James Morrison, late of No. 239, Euston-road, Saint Pancras, Middlesex, Tobacconist.—In the Debtors' Prison for London and Middlesex.

George Cornelis Krooneman, late of No. 15, Stanley-road, Kingsland, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

George Edmond Hinde, late of Westow-hill, Norwood, Surrey. Butcher.—In the Gaol of Surrey.  
 Richard Whiring Hurton, late staying at the Crown Hotel, Lewes, Sussex, in no business.—In the Gaol of Lewes.  
 John Kaper, late of No. 79, Byker Bar, Newcastle-upon-Tyne. Boot and Shoe Maker.—In the Gaol of Newcastle-upon-Tyne.  
 James Atkins, late of Wellington-street, Canton, near Cardiff, Glamorganshire, Journeyman Mason.—In the Gaol of Cardiff.  
 Robert Francis Millgate, late of Saint Faith-street, Maidstone, Kent, Cattle and Pig Dealer.—In the Gaol of Maidstone.  
 James Towill Knight, late of Langport, Somersetshire, Auctioneer.—In the Gaol of Trunton.  
 William Morgan, late of No. 3, Lewis-street, Pill-road, Newport, Monmouthshire, Blacksmith.—In the Gaol of Monmouth.  
 Thomas Williams, late of Manthyr, in the parish of Gwnnwissa, Cardiganshire, Farmer.—In the Gaol of Cardigan.  
 Joseph Fenwick, late of Ince Green-lane, Wigan, Lancashire, Collier.—In the Gaol of Lancaster.  
 William Bowen, late of Clydach-street, Brynmawr, Llan-gatnock, Brecon, out of business.—In the Gaol of Brecknock.  
 William Smith, late of Dean-street, Dean-lane, Bedminster, Bristol, Mason and Builder.—In the Gaol of Bristol.  
 William Williams, late of Bradlow Knowl, near Ledbury, Herefordshire, Miner.—In the Gaol of Hereford.  
 Joseph Poulton the elder, late of Edmund-street, otherwise Etnam-street, Leominster, Herefordshire, Builder.—In the Gaol of Hereford.  
 Charles Hullam, late of Cemetery-road, Sheffield, Yorkshire, out of business.—In the Gaol of York.  
 William James Webber, late of Bank-street, Teignmouth, Devonshire, Baker, Confectioner, and Tea Dealer.—In the Gaol of Exeter.  
 Thomas Jones, late of Bury Port-house, Pembrey, Carmarthen-shire, Shoemaker.—In the Gaol of Carmarthen.  
 William Colley Parker, late of Great Grimshy, Lincolnshire, News Vendor.—In the Gaol of Lincoln.  
 Thomas Waller, late of Shefford, Bedfordshire, out of business.—In the Gaol of Bedford.  
 William Storey, late of No. 36, Lime-street, Liverpool, Lancashire, Superintendent of Police.—In the Gaol of Liverpool.  
 Thomas Aston, late of Willenhall, Staffordshire, out of business.—In the Gaol of Stafford.  
 Henry Thompson, late of Lowerhead-row, Leeds, Yorkshire, out of business.—In the Gaol of York.  
 Michael Mahon, late of Whitworth, near Rochdale, Lancashire, out of business.—In the Gaol of Lancaster.  
 Robert Forrester, late of Astley-street, Dukinfield near Ashton-under-Lyne, Lancashire, Druggist.—In the Gaol of Lancaster.  
 Alexander Maxwell Robinson, late of Mansfield-street, Liverpool, Lancashire, Ship Broker.—In the Gaol of Liverpool.  
 Thomas Kershaw late of St. James-street Heywood, near Manchester, Beerseller and Grocer.—In the Gaol of Lancaster.  
 Frederick Stott, late of Green Side, Pudsey, near Leeds, Yorkshire, Cloth Manufacturer.—In the Gaol of York.  
 Peter Fisher, late of Toll End, Tipton, Staffordshire, out of business.—In the Gaol of Stafford.

#### On Creditor's Petition.

Richard Whithorne Lovesy, late of Cheltenham, Gloucestershire, Articled Clerk, to an Attorney.—In the Gaol of Gloucester.

### COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute :

On Monday the 12th December, 1859, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

James Chapman, late lodging at the Prince of Wales Public-house, Tottenham, Licensed Victualler, out of business, previously of the White Horse Public-house, Moor-lane, Cripplegate, City, and formerly of the Fortune of War Public-house, East-street, Manchester-square, all in Middlesex, Licensed Victualler at both places.

On Tuesday the 13th December, 1859, at half past Ten o'Clock, before Mr. Commissioner Murphy.

Henry James Braham, formerly of No. 17, St. Augustine's-parade, Bristol, Somersetshire, Ship Broker, having offices at No. 2, Exchange, Bristol aforesaid, next staying at No. 12, Thavies-inn, Holborn, Middlesex, carrying on business at No. 69, Cornhill, City, in partnership with David Williams Bishop and John Tox Farbridge, under the style of Bishop, Farbridge, and Braham, Ship and Insurance Brokers, East India and Colonial Agents, and next and late of No. 12, Thavies-inn aforesaid, in no business or employment.

Frederick Kingwell, late of No. 6, Upper St. Martin's-lane, and No. 1, Castle-street, Long-acre, Middlesex, Carriage Builder, Wheelwright, and Contractor.

Ambrose William Warren, known and sued as Ambrose Warren, late of No. 218, Maida-hill, Paddington, and of the Purveyor's Department, War Office, No. 90, Pall Mall, both in Middlesex, Purveyor, previously of No. 218, Maida-hill aforesaid, out of employment, and formerly of same place, and also of Aldershot, Hampshire, Messman to the City of Dublin Militia, his wife keeping a Lady's School and letting unfurnished Apartments at No. 218, Maida-hill aforesaid.

On Thursday the 15th December, 1859, at half past Ten o'Clock, before Mr. Commissioner Murphy.

Robert Mallett, late lodging at No. 9, Doris-street East, Regent-street, Lambeth, Lighterman, previously of the same place, and formerly of No. 19, Philadelphia-terrace, Mount-gardens, Westminster-road, all in Surrey, and before then of No. 1, Mount-gardens aforesaid, Lighterman and dealer in Sand and Ballast.

Joseph Ullmann, formerly a Prisoner in the Debtors' Prison for London and Middlesex, then of Wych-street, Strand, General Merchant and Dealer in Fancy Goods, then of No. 2, Hanway-street, Oxford-street, Middlesex, General Merchant and Importer of, and Dealer in, Fancy Goods, and next and late of No. 10, Great Russell-street, Bloomsbury, all in Middlesex, General Merchant and Dealer in Fancy Goods, and for a short time, while of No. 2, Hanway-street, carrying on business at Crown-street, both in Oxford-street aforesaid, as a Licensed Dealer in Tobacco and Cigars, and from January, 1858, till August, 1859, renting an Office at No. 27, Bush-lane, in the city of London.

#### ERRATUM.

Nicholas Bull Jay, in the Gazette of the 25th November, was advertised to be heard on the 9th December,

For 9th read 10th December.

#### TAKE NOTICE.

1. If any Creditor intends to oppose a Prisoner's discharge, notice of such intention must be given, by entry thereof in the proper page and columns of the book kept for that purpose at the Office of the Court, between the hours of Eleven in the Forenoon and Three in the Afternoon, two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of entering such notice and of the said day of hearing; but in the case of a Prisoner, for the removal of whom for hearing in the country an order has been obtained, but not carried into effect by the Creditors, notice of opposition will be sufficient if given one clear day before the day of hearing.

N.B. Entrance to the Office in Portugal-street.

2. The petition and schedule, and all books, papers, and writings filed therewith, will be produced by the proper Officer for inspection and examination until the last day for entering opposition inclusive; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act 1 and 2 Vict. c. 110, sec. 105.

3. Notice to produce at the hearing any books or papers filed with the schedule must be given to the Officer having the custody thereof, within the hours above mentioned, on any day previous to the day of hearing.

4. Opposition at the hearing can only be made by the Creditor in person, or by Counsel appearing for him.

### COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the End.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court for Relief of Insolvent Debtors, and whose Petitions and Schedules, duly filed, have been severally referred and transmitted to the County Courts hereinafter mentioned, pursuant to the Statute in that behalf, are ordered to be brought up before the Judges of the said Courts respectively, as herein set forth, to be dealt with according to Law:

Before the Judge of the County Court of Northumberland, holden at the Guildhall, Newcastle-upon-Tyne, on the 13th day of December, 1859, at Ten o'Clock in the Forenoon precisely.

John Raper, late of No. 79, Byker Bar, in the borough and county of Newcastle-upon-Tyne, Boot and Shoe Maker.

Before the Judge of the County Court of Devonshire, holden at the Castle at Exeter, on Tuesday the 13th day of December, 1859.

Thomas Pope, late of No. 1, Alfred-street, Plymouth, Devonshire, out of business, previously of Turn Chapel, Plymstock, Devonshire, in partnership with Henry Pope, as Ship Owners and Ship Builders, the said Henry Pope residing at Highgate Rise, Middlesex, and formerly at Plymstock aforesaid and Tate's Hill, Plymouth aforesaid, in partnership with the said Thomas Pope, as Ship Owners, Ship Builders and Rope Makers, sued with Henry Pope.

Before the Judge of the County Court of Worcestershire, holden at Worcester, on Wednesday the 14th day of December, 1859.

George Savage, late of Duncombe-street, Woolaston, in the county of Worcester, Cropper and Shopkeeper, previously of Worthy Bank, in the parish of Oldswinford, in the said county of Worcester, Cropper and Shopkeeper.

Before the Judge of the County Court of Sussex, holden at Lewes, on Tuesday the 20th day of December, 1859.

Richard Whiting Burton, formerly of No. 31, Westbourne-park-road, Paddington, in the county of Middlesex, in copartnership with William Wright Lucking, at No. 4A, Orchard-street, Portman-square, in the said county, Auctioneers, Surveyors, House and Estate Agents, carrying on business under the style or firm of Lucking and Burton, afterwards of No. 31, Westbourne-park-road aforesaid, and of No. 22A, Inverness-road, Paddington

aforesaid, afterwards of No. 26, Connaught-terrace, Edgware-road, in the said county, Auctioneer, Surveyor, House, and Estate Agent, and during a portion of such time a Prisoner for Debt in the Debtors' Prison, White-cross-street, in the city of London, and late of the Crown Hotel, Lewes, in the county of Sussex, staying there, in no business or occupation.

Before the Judge of the County Court of Lancashire, holden at Liverpool, on Wednesday the 21st day of December, 1859.

Peter Smith, late of No. 23, Gerald-street, previously of No. 22, Crown-street, previously of No. 77, Park-street, all in the borough of Liverpool, in the county of Lancaster, Master Mariner and Marine Surveyor, and letting off apartments.

William Storey, late in lodgings at No. 36, Lime-street, Liverpool, in the county of Lancaster, and also of Yorkshire-street, Rochdale, in the said county of Lancaster, Superintendent of Police, previously of Yorkshire-street, Rochdale aforesaid, Superintendent of Police, and formerly of the Town Hall, and Bridge-street, Saint Helen's, in the said county of Lancaster, Superintendent of Police.

N.B.—1. If any Creditor intends to oppose a prisoner's discharge notice of such intention must be given to the said Prisoner, in writing, which may be left at the Gaol two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of giving such notice and of the said day of hearing.

2. The petition and schedule will be produced by the proper Officer for inspection and examination at the Office of the Court in London, between the hours of Eleven and Three, on this notice being exhibited; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act of 1st and 2nd Victoria, cap. 110, sec. 105.

N.B. Entrance to the Office in Portugal-street, Lincoln's-inn-fields.

3. The duplicates of the petitions and schedules, and all books, papers and writings filed therewith, will be produced by the Clerks or Assistant Clerks of the said County Courts, for inspection and examination, at the Offices of the said County Courts respectively, at the Towns aforesaid, and copies of the petition and schedule, or such part thereof as shall be required, will be provided according to sec. 106 of the Act

### INSOLVENT DEBTORS' COURT

#### DIVIDENDS.

A Dividend of one shilling and one penny farthing in the pound is now payable to the creditors of George Vaughan, late of Oxford-street, Manchester, Lancashire, Boot and Shoe Maker, and Dealer, No. 87,492 C.

Of two shillings and six pence halfpenny in the pound to the creditors of Thomas Elias Fowler, of High-street, Stratford, Essex, Plumber, Painter and Glazier, No. 9,593 P.

Of one penny half-penny in the pound to the creditors of Thomas Hanson Peile, of No. 10, Osnauburg-street, New-road, Middlesex, Attorney-at-Law, No. 7,020 P.

Of one shilling and two pence arthing in the pound, to the creditors of Joseph Simmons, late of Summer Town, near Oxford, Oxfordshire, Tailor, No. 60,097 C.

Of one shilling and eleven pence three farthings in the pound, to the creditors of Thomas Ross, the younger late of No. 8, Bowling Green-street, Leicester, Leicestershire, out of business and employment, No. 87,109 C.

Of nine pence halfpenny in the pound, to the creditors of Alfred Stannard, late of Castle Meadow, St George of Tombland, Norwich, Drawing Master, No. 86,359 C.

Of two shillings and one penny in the pound, to the creditors of Cornelius Bainbridge, late of No. 8, Elliott-street, Liverpool, Lancashire, Furnishing Ironmonger, No. 87,585 C.

Of one shilling and nine pence halfpenny in the pound, to the creditors of Thomas Oldreive, late of No. 4, Hoegate-street, Plymouth, Devonshire, Butcher, No. 86,661 C.

Of one shilling and one halfpenny in the pound, to the creditors of John Fry, late of St. Teath, in the county of Cornwall, out of business, No. 84,996 C.

Of three shillings and nine pence, making eight shillings and eleven pence in the pound, to the creditors of Thomas Smyth, late of No. 20, Great Castle-street, Cavendish-square, Deputy Purveyor to the Forces, on the Medical Staff, on half-pay, No. 44,409 T.

Of two pence halfpenny in the pound to the creditors of Rowland Babington Neile, of No. 4, Mansion House-place, London, Attorney-at-Law, No. 70,21.

Of six shillings and eight pence, making nine shillings and eight pence in the pound, to the creditors of Moses Thomas Ancell, late of Torpoint, Cornwall, Superannuated Inspector of Shipwrights, No. 72,933 C.

Apply at the Provisional Assignees's Office, No. 5, Portugal-Street, Lincoln's-Inn, London, between the hours of Eleven and Two.

*All Letters must be Post-paid.*

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